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AIR TRAINING COMMAND REORGANIZATION

HEARINGS

BEFORE THE

SUBCOMMITTEE OF THE COMMITTEE ON APPROPRIATIONS HOUSE OF REPRESENTATIVES

EIGHTY-SIXTH CONGRESS

SECOND SESSION

SUBCOMMITTEE ON DEPARTMENT OF DEFENSE APPROPRIATIONS

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DEPARTMENT OF DEFENSE APPROPRIATIONS FOR 1961

THURSDAY, APRIL 28, 1960.

AIR TRAINING COMMAND REORGANIZATION

WITNESSES

HON. LYLE S. GARLOCK, ASSISTANT SECRETARY OF THE AIR FORCE (FINANCIAL MANAGEMENT)
MAJ. GEN. L. P. HOPWOOD, DIRECTOR OF PERSONNEL PROCUREMENT AND TRAINING, DEPUTY CHIEF OF STAFF, PERSONNEL
MAJ. GEN. R. J. FRIEDMAN, DIRECTOR OF BUDGET, COMPTROLLER OF THE AIR FORCE
COL. S. S. BRINSON, CHIEF, FLYING TRAINING DIVISION, DIRECTORATE OF PERSONNEL PROCUREMENT AND TRAINING, DEPUTY CHIEF OF STAFF, PERSONNEL
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JOHN ELLIS, SECRETARY TO HON. JOHN L. PILCHER, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF GEORGIA

Mr. MAHON. Gentlemen, we are here to receive a briefing from the Air Force in regard to new plans which were announced last week having to do with the Air Force pilot training programs.

There was a time, I believe, when this country was training 80,000 pilots a year. We are now down to a program in the Air Force of about 1,500 per year, or we are moving in that direction.

Mr. Sikes mentioned to me he felt it would be good for us to have an overall briefing on this subject, and I think the committee will welcome the presentation of your plans.

Mr. Garlock, how do you desire to proceed?

Mr. GARLOCK. I think Colonel Brinson will present the briefing and the rest of us will be available to answer questions that the committee may have.

Mr. MAHON. We have other witnesses here whom we want to give an opportunity to be heard.

I shall insert in the record at this point a press release which was issued by the Department of Defense, Office of Public Affairs, on April

21, 1960, in regard to the pilot training program of the Air Force, and a letter addressed to Mr. Cannon as chairman of the Appropriations Committee under date of April 21 by Brigadier General Kingsley of the Office of Legislative Liaison of the Air Force.

(The matter referred to follows:)

DEPARTMENT OF DEFENSE, OFFICE OF PUBILC AFFAIRS

[News services, April 21, 1960, No. 451-60]

AIR FORCE CONSOLIDATES PILOT TRAINING

A new Air Force consolidated pilot training program will allow a student pilot to receive all his training at one base. The program replaces the previous system of preflight, primary, and basic schools at three different locations.

The benefits of the program are expected to be fewer moves of students and attendant reduced costs; fewer bases and reduced student elimination as a result of continuous supervision at one base. All primary flying instruction is presently done by civilian contract schools by civilian instructors. Under the new program all flying instruction will be done by Air Force pilots, thereby giving valuable jet flying experience to more Air Force fliers.

Actions to implement the new program will include: The phaseout of flying training at Moore Air Base, Mission, Tex.; Bainbridge Air Base, Bainbridge, Ga.; Graham Air Base, Marianna, Fla.; Spence Air Base, Moultrie, Ga.; and Bartow Air Base, Bartow, Fla., in December 1960, and the bases will close by the end of March 1961. The closing of Malden Air Base, Malden, Mo., on June 30, 1960, was announced earlier. All of the bases mentioned are contractor-operated primary flying schools.

The following bases have been selected to conduct the new combined training program: Webb Air Force Base, Big Spring, Tex.; Reese Air Force Base, Lubbock, Tex.; Vance Air Force Base, Enid, Okla.; Craig Air Force Base, Selma, Ala.; Moody Air Force Base, Valdosta, Ga., and Williams Air Force Base, Chandler, Ariz.

Williams Air Force Base, Ariz., presently a Tactical Air Command base, will have its present missions absorbed by Luke Air Force Base, Phoenix, Ariz., in November 1960, and will start the new program in January 1961.

Moody Air Force Base, Ga., which is now a school for interceptor pilots, will cease that type of training in November 1960 and start the new program on April 1961.

The basic instructor course now at Craig Air Force Base will be transferred to Randolph Air Force Base, San Antonio, Tex., in the summer of 1960.

Laredo Air Force Base, Laredo, Tex., which presently conducts a basic pilot training program, will continue this mission through the first part of 1961. Utilization for Laredo after that date is currently under study.

The Greenville Air Force Base, Greenville, Miss., which is presently a basic flying school will become a technical training school for firefighting and administrative training. These schools are presently at Lowry Air Force Base, Denver, Colo., and Lackland Air Force Base, San Antonio, Tex., respectively.

DEPARTMENT OF THE AIR FORCE,
Washington, April 21, 1960.

Hon. CLARENCE CANNON,
Chairman, Committee on Appropriations,
House of Representatives.

DEAR MR. CHAIRMAN: The Secretary has asked me to advise you of our recent decision concerning the Air Force undergraduate pilot training program.

Due to the advances in weaponry the Air Force is transitioning from a force composed almost exclusively of manned aircraft to one in which a large proportion of our force will be missiles. This change is substantially reducing not only the numbers of pilots required, but also the number of bases needed to meet pilot training requirements. As an example, our pilot training requirements for fiscal year 1963 are projected to be 26 percent of those of 1956.

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Currently, we are accomplishing the primary phase of pilot training by contracts with civilian firms and the more advanced training in Air Force-operated basic schools. This was a satisfactory and economical method when we were training large numbers in relatively slow, propeller-driven aircraft in the primary schools and when the weapon systems in our combat units were less complex and less costly than those programed for the coming decade.

With the introduction of jet aircraft into primary training and increasingly complex jet equipment into the other phases of training, and with the drastic reduction in numbers to be trained, we now plan to conduct all phases of the undergraduate pilot training program at each training base. All flying instruction will be conducted by military personnel and, where it appears advantageous, support functions will be accomplished through contract.

The Secretary has selected the following bases for the revised undergraduate pilot training program:

Craig Air Force Base, Ala.
Moody Air Force Base, Ga.
Williams Air Force Base, Ariz.
Reese Air Force Base, Tex.
Vance Air Force Base, Okla.
Webb Air Force Base, Tex.

Primary pilot training at the following bases will cease at the end of this year:

Moore Air Base, Tex.
Spence Air Base, Ga.
Bainbridge Air Base, Ga.
Bartow Air Base, Fla.
Graham Air Base, Fla.

The new consolidated program will utilize fewer bases and we believe that there will also be a significant improvement in the professional quality of the graduates. The 240,000 jet flying hours which would otherwise be flown by civilian instructor pilots will, under the new program, add to the jet experience of Air Force pilots and will enhance the efficiency and experience of both the combat forces and the training command.

Greenville Air Force Base, Miss., will be utilized for a nonflying technical training mission and the future utilization of Laredo Air Force Base, Tex., has not yet been determined.

We are notifying the appropriate congressional delegations of the above decision and plan to release this information to the news media shortly after delivery of these letters. If I may be of further assistance, please call on me.

Sincerely yours,

JOSEPH T. KINGSLEY,
Brigadier General, USAF, Deputy Director, Legislative Liaison.

Mr. MAHON. You may proceed.

GENERAL STATEMENT OF CHIEF, FLYING TRAINING DIVISION

Colonel BRINSON. Mr. Chairman and members of the committee, I am Colonel Brinson, Chief of the Flying Training Division, Air Force Headquarters, and it gives me a great deal of pleasure to appear here today to give you a briefing on the future plans of the Air Force's pilot training program.

There are several of the charts I will use that are classified "secret." Also, some of these charts are more or less self-explanatory, so I will permit each of you to read the charts and then if you have any elaboration on the charts I will discuss them after the charts have been shown.

Mr. MAHON. We will not have a period of interrogation until you have completed your presentation.

PURPOSE

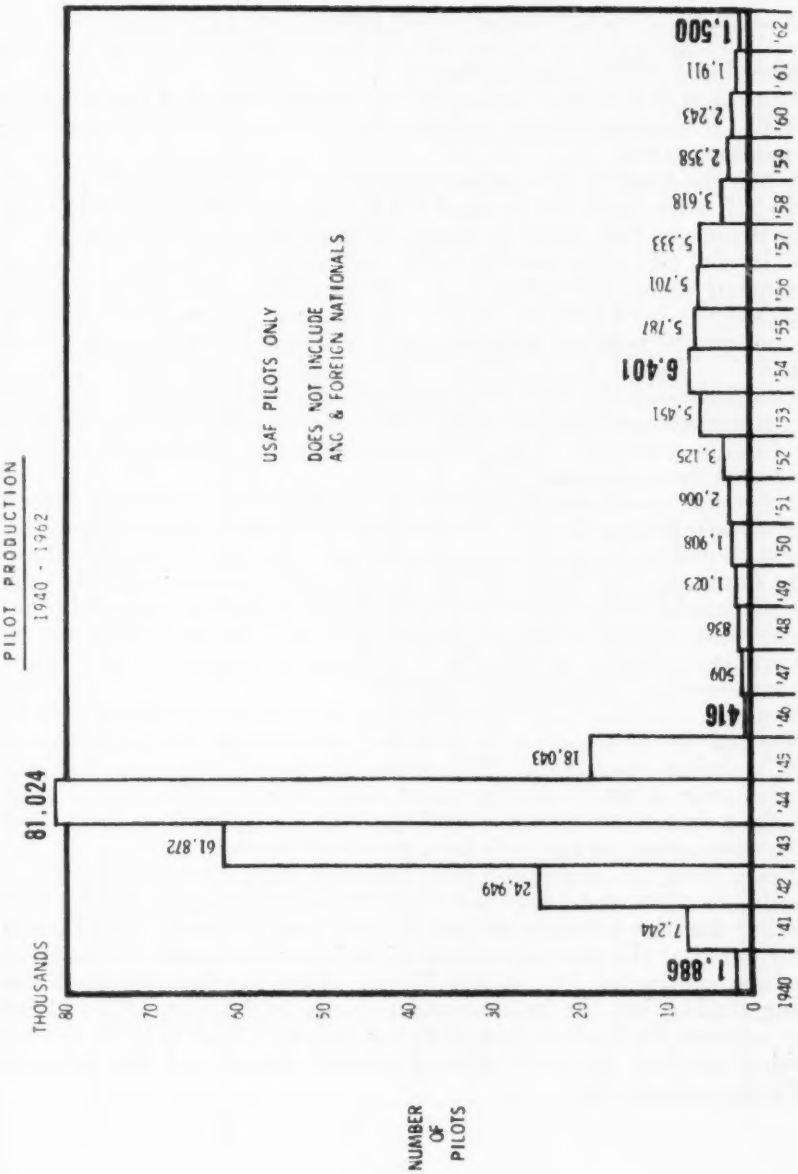
TO PRESENT A NEW CONCEPT OF PILOT TRAINING.

DISCUSSION WILL INCLUDE:

1. BRIEF REVIEW OF THE USAF PILOT TRAINING PROGRAM
2. REQUIREMENTS FOR AND ACTIONS TAKEN TO MODERNIZE THE PILOT TRAINING PROGRAM.
   - A. TRAINING AIRCRAFT
   - B. CURRICULUM
   - C. CONCEPT OF TRAINING

Colonel BRINSON. Thank you, sir. I would like to point out here the specific purpose of this is to brief you on the new concept of pilot training within the Air Force. Prior to getting into the new concept of training I would like to give a brief history of pilot training in the Air Force and go into detail on the training aircraft, the modernization of our curriculum, and in detail we will discuss the new training concept.

PILOT PRODUCTION



The next chart indicates the pilot production of the Air Force beginning in 1940 and projected out through 1962. The left-hand columns indicate the number of pilots produced in each of the years we have indicated here. You will notice in 1940 the production was about 1,800 pilots. Due to the situation in the world at that time, and with Germany, and also with the advent of World War II, you can note that the pilot training rate took a drastic jump, the peak being in 1944. We produced 81,000 pilots in that year.

In 1946 at the termination of World War II the pilot rate dropped to 416. It remained fairly level during the next 5 or 6 years building up to about 2,000.

When the Air Force's number of programed wings went from about 47 to 147 wings, and also because the Korean war entered into the picture, it jumped from about 2,000 to a peak of 6,400 in the year 1954. It then leveled off and has been steadily declining. We are now this year producing about 2,200 pilots, and a substantial decrease is programed beginning in 1962 and thereafter stabilizing through 1970 to support the number of manned wings in the Air Force during that period of time.

This indicates the USAF pilot production rate and does not take into consideration the pilots we trained for the National Guard, plus the foreign students. It is estimated that will run between 300 and 400 yearly from now until 1970.

A little more of the history of this. When the production took these drastic jumps, the Air Force did not have the in-house capability to absorb and perform all of this training. On top of that, of course, what pilots the Air Force had on board had to be earmarked to man the increased number of tactical and combat units that were being increased during these different periods of time. So we had to turn to the civilian industry to help the Air Force to accomplish this training because they did have that capability.

You can note from the chart that the number of contract schools in 1940—and this is when we first started contracting certain phases of pilot training—were two. This gradually increased to the big production year of 1944. At the end of World War II when we took this drastic reduction we went out of the civilian contract business and there were no contract schools for a period of 6 years.

Again, with the increase in pilot training—as I have explained previously, in 1950 and 1951—we then started phasing back into contracting for the primary phases of training. I would like to also point out that the primary phase of training is the only phase that has been contracted by the Air Force. This is where we teach the young student just the fundamental principles of flying. We did not ever contract the basic stages of flying where we had to teach the individual student the principles of tactical flying and the military utilization of aircraft.

TRENDS IN PILOT TRAINING PROGRAMS

This chart shows the trend in the pilot training program. This is the curriculum, the number of hours given the students and also the aircraft involved in this training. The chart indicates the years 1950 projected to 1966 by the bottom line. Over here [indicating] is the number of hours each individual student gets in the Air Force training program. The bottom half of this chart deals only with the undergraduate flying training we are concerned with in this meeting today. You can note in the early 1950's we had mostly conventional type aircraft to do this undergraduate pilot training. The advent of the T–33, which is a jet trainer, was at this time just starting into the inventory.

About 1954 the T–33 became more predominant with the B–25 in the undergraduate training, and also we replaced the T–6 with the T–28, this plane having a tricycle landing gear, more power, and greater performance. In the last 4 or 5 years we have replaced the T–28 with a jet trainer, the T–37, which is a twin-engine jet, in the primary phase of pilot training. I would like to also mention the fact this jet aircraft that is in the primary training, which is the initial phase of the training of the student, has greater performance capability than any of the fighters we had in World War II, and it permits us to take the student much further in his training than did these slower propeller-driven aircraft. Also, you can note here in the last 2 years we have completely phased out of the conventional B–25 in the undergraduate training, and we are now in the all-jet T–33. It is projected, beginning in the fiscal year 1961, that a T–38, which is a supersonic trainer, will replace the T–33 in the basic phases of the undergraduate training, and of course this will give us much greater capability to carry the student further in his progress of training prior to his assignment to tactical units.

You can note here that the number of hours given the student in the undergraduate program has been about the same throughout the last 10 years. However, when we get this higher performance aircraft into the training complex we intend to take advantage of these increased capabilities by increasing the number of hours given to students. Also, I would like to show with the next flip of the chart (upper half of chart) that this is why we are going to increase the undergraduate training. The blue portion here shows the advanced training each student gets. This is when he graduates, this black line that I have discussed previously, and at this point in time the student is given his wings as an Air Force pilot. He is also commissioned, in the case of aviation cadets going through training, as a second lieutenant. He is then assigned for advanced training, and you can note here during the years 1950–56 only 40 to 70 hours of advanced training was required to qualify the individual student for tactical or combat flying because at that time we only had subsonic aircraft, the F–86, the F–84, and the B–47 bomber and the conventional-type tankers.

However, in 1955 and 1956 we started phasing in what we called the Century series of fighters in quantity within the Air Force tactical wings. These being supersonic fighters, and to take advantage of the advanced capability of these aircraft, we had to apply more advanced training on each student before he was considered combat ready.

You will note here for example, we use the F–102 advanced trainer and we are now having to give these students 190 hours after graduation to qualify them as being proficient and fully combat capable pilots.

This time is expensive flying as indicated up here. For the F–100, $260 an hour; for the F–102, $326 an hour and the B–47, $516 an hour for flying. So if we can take some of the flying required in this area and put it down in the low cost undergraduate area, of course the Air Force is much better off. It would be less expensive training. So we indicate when we get the T–38 and we increase the hours to 280 in the undergraduate phase of training, again taking advantage of the capability of these advanced trainers, we can reduce the time of the advanced training to approximately 100 to 150 hours. It would depend upon what advanced course we are talking about.

STATUS OF PILOT TRAINING MODERNIZATION

STATUS OF UNDERGRADUATE PILOT TRAINING MODERNIZATION

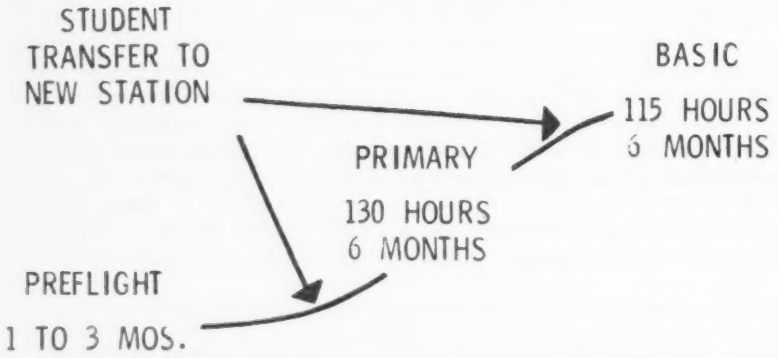
1. PROGRAM IS ALL JET, BUT SUBSONIC
2. BECOMES SUPERSONIC WITH INTRODUCTION OF T-38 BASIC TRAINER IN 1962
3. CURRICULUM CONSTANTLY ADJUSTED TO UTILIZE INCREASED TRAINING CAPABILITY OF NEW TRAINING AIRCRAFT
4. CONCEPT?

This is a recap of the status of the Air Force in regard to modernizing the pilot training program. So you see we have modernized the curriculum, the type of aircraft, and now it comes down to the concept.

PRESENT CONCEPT OF TRAINING

Before we get into what the proposed new concept of training is, I would like to brief you on what the present concept of training is.

CURRENT CONCEPT OF TRAINING



We have three phases in this undergraduate training; one phase called preflight, the second phase called primary, and the third phase being basic training. Preflight is 1 month for student officers going in and 3 months for the aviation cadets. This is at Lackland Air Force Base in Texas. Upon completion of this phase of training the student is moved to where he will receive flying training, this being known as primary. He is there 6 months, and upon completion of this phase of training he then moves to another site to receive his basic training, also lasting about 6 months.

I would like to point out that the primary phase of training is the phase that is under contract to the Air Force. This training is accomplished on civilian-owned bases and it is done through a contract between the contractor and the Air Force for the utilization of the base. They are small bases, having about 5,000-foot runways and limited in load bearing capability and having the minimum facilities to support this training. The flexibility of the bases involved in this training is limited. They are designed to do primary training and it would be difficult for these bases to absorb a different type mission.

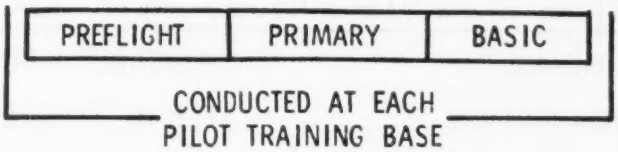
The basic schools are on larger Air Force bases with runways of 8,000 to 10,000 feet and with more load bearing capacity and many more facilities than these primary civilian owned schools.

CONSOLIDATED TRAINING PROGRAM

NEW CONCEPT

DEFINITION

THE CONSOLIDATION OF THE PRE-FLIGHT, PRIMARY, AND BASIC PHASES OF TRAINING AT SINGLE AIR FORCE BASES



Just what is the new concept? That is where we take all three phases of training that I have just briefed you on and consolidate them at single Air Force bases and at single locations.

ESSENTIAL ELEMENTS OF CONSOLIDATED TRAINING

1. ALL INSTRUCTION GIVEN BY MILITARY PERSONNEL
2. ALL AREAS OF STUDENT CONTACT WHICH HAVE A BEARING ON HIS TRAINING, HIS PREPARATION, AND HIS MOTIVATION FOR EFFECTIVE CAREER SERVICE AS A RATED OFFICER WILL BE MANNED WITH MILITARY PERSONNEL
3. FUNCTIONS NOT ESSENTIAL TO THE STUDENT'S MILITARY ENVIRONMENT WILL BE PERFORMED IN THE MOST EFFICIENT AND ECONOMICAL WAY

We feel there are some essential elements in this consolidated training. The main elements are that all instruction would be given by military personnel. In those areas where the student has a direct contact it would be under military control and military supervision. However, in those functions not directly related to the student these could be either contract or a military run activity, depending upon which would be the most economical for the Air Force and our Government.

EXAMPLES

FUNCTIONS TO PROVIDE MILITARY ENVIRONMENT

COMMAND	AIRCRAFT MAINTENANCE
INSTRUCTION	FLIGHT SURGEON
MILITARY TNG	PERSONNEL ADMIN
FLYING EQUIPMENT SUPPLY	CHAPLAIN
FLIGHT OPERATION SERVICES	

FUNCTIONS NON-ESSENTIAL TO MILITARY ENVIRONMENT

BASE SUPPLY	FOOD SERVICE
AIR BASE MAINTENANCE	FIRE PROTECTION
MOTOR POOL	BOQ ADMIN
REFUELING	AIR BASE SECURITY

I would like to give examples of these two areas we are talking about. I believe this chart is self-explanatory; that each of these areas are areas where the student has daily direct contact in his training, and it is visualized all these would be a military operation whereas other supporting type activities at the base, where the student does not have a direct contact, could either be military or civilian contract as I have explained.

CIRCUMSTANCES PERMITTING CONSIDERATION OF NEW CONCEPT

REDUCTION IN MANNED FORCE STRUCTURE HAS:

1. DECREASED REQUIREMENT FOR NEW PILOTS
2. MADE AIR FORCE BASES AVAILABLE FOR OTHER MISSION

As I have pointed out when the Air Force had the capability to do their own training, and when they could do it efficiently and economically, we went back to being responsible for our own phases of training and this was indicated prior to World War II and again at the end of World War II, and we are now at the position where our training load is such that the Air Force has an inhouse capability and can do it, we feel, effectively and also economically.

This has brought about bases available to conduct this consolidated training. This chart (chart No. 10 is classified) shows the status of the Air Force wings. You can note again the years across the bottom of the chart, from 1957 projected through 1970 and this line showing the total number of wings. In 1957 we had 137 wings. As noted on this chart, manned aircraft wings are decreasing. Also on this chart there is indicated the increase of missile wings within the Air Force. I would like to point out that the majority of these missile wings are ZI based. I have another chart (chart No. 11 is classified) that will show you the ratio of ZI based to oversea manned wings. You can see here that our ratio of ZI to oversea aircraft wings is decreasing.

This is projected into the future when we further reduce the manned wings within the Air Force, and it is felt that the overseas wings will remain about level. This becomes further critical, and I am trying to point out here why it is we feel in the Air Force that it is necessary to take advantage of ZI capabilities for hard core technicians, like in the training command, to make that a military operation and those people would be available and would add to the pool for rotation overseas.

BENEFITS OF CONSOLIDATED TRAINING

1. RETAINS HIGH VALUE AIR FORCE BASES WHICH PROVIDE:
   A. MISSION FLEXIBILITY
   B. RECOVERY BASES FOR HIGH PERFORMANCE AIRCRAFT
2. OVERSEAS/ZI ROTATIONAL RATIO IMPROVED FOR HARDCORE MILITARY TECHNICIANS
3. PROVIDES 240,000 JET FLYING HOURS PER YEAR TO HELP SEASON AIR FORCE PILOTS. (200 HIGHLY QUALIFIED PILOTS PER YEAR AVAILABLE FOR TACTICAL ASSIGNMENTS) .
4. MILITARY ENVIRONMENT INCREASED FOR PILOT TRAINEES
5. QUALITATIVE IMPROVEMENT IN MILITARY TRAINING
6. TWO STUDENT MOVES ELIMINATED
7. MANAGERIAL EFFICIENCY IMPROVED THROUGH SINGLE BASE COMMANDER SUPERVISING ALL PHASES OF TRAINING
8. IMPROVED STUDENT MOTIVATION
9. STUDENT ATTRITION RATE WILL REDUCE

I would like to elaborate on a few of these benefits that we feel from this consolidated training will come about. We have touched on most of these points in my briefing, but I would like to reiterate some of these.

Again we feel with this consolidated training we will be retaining in the Air Force much more flexible bases for other Air Force missions. Also by reducing these bases it is imperative we have recovery bases located throughout the United States for aircraft on cross-country flights, or to support some of our war efforts. Whereas if we retain these small primary schools they do not have the capability to absorb some of these emergency landings of the tactical aircraft.

By militarizing the primary phase of training it will increase the ratio of ZI to oversea hard core technicians. By militarizing the primary instruction it means that 240,000 hours now being applied to civilians—and this is valuable jet flying training—will be applied to Air Force military pilots. This in essence would mean we would have available 200 highly qualified jet pilots for assignment to tactical wings because there are 600 instructor pilots involved in the primary phase of training with a normal rotation of 3 years per instructor which means that 200 would be available for assignment to the tactical wings, and each of these instructors would have an average of about 1,500 jet hours, jet seasoning.

Naturally the military environment is increased for the student because now he is located on a civilian contract school for the first 6 months of his year of training. We feel by his association with military instructors and military personnel we can improve the military training of the student. Two student moves would be eliminated, and this in turn increases the number of days that we can train this student during any calendar period because right now there are 10 days planned travel and processing time for each of these moves. We feel since there would be a single commander responsible for each phase of this training the managerial efficiency will be improved. He can see each phase of training and where one phase might break down or become weak he can improve it.

All of these reasons we feel will improve the student motivation. He can move to the base and settle his family down. He can see what his upper classmen are doing—where he has been and where he is progressing—and we feel because of his motivation and these other points, that the student attrition rate will also reduce.

MANPOWER REQUIREMENTS

	MANPOWER		
	AF PERSONNEL MIL AND CIV SVCE	CONTRACTOR EMPLOYEES	TOTAL PERSONNEL
CURRENT PROGRAM (FY 1960)			
6 PRIMARY 6 BASIC	13,877	4,319	18,196
CONSOLIDATED TRAINING	MIX UNDER STUDY		
7 AF BASES	12,088	2,362	14,450

Here is the manpower associated with the current program. This is six primary schools and six basic schools—18,196 personnel. The breakout is about 13,877 military and civilian personnel associated with this training, contractor employees, 4,319. Under the consolidated training it would take 7 bases for a total of 14,450 personnel of which 12,088 would be military or civil service and 2,362 estimated to be contract employees.

The actual mix of this military versus civil service is under study at the present time—12,088.

PROGRAM COSTS COMPARED

COST

(THOUSANDS)

	MISSION CHANGE			ANNUAL RECURRING		
	MILITARY CONSTR	OPERATION AND MAINT	TOTAL	OPERATION AND MAINT	MILITARY PERSONNEL	TOTAL
CURRENT FY 60 PROG						
6 PRIMARY BASES	—		—	$70,366	$39,953	$110,319
6 BASIC BASES						
CONSOLIDATED TNG						
7 BASES	$3,113	$11,976	$15,089	55,413	36,752	92,165
				DIFFERENCE		$18,154

EXTRA ANNUAL DOLLAR BENEFITS OF CONSOLIDATED TRAINING

1. TWO LESS PCS MOVES	643
2. 240,000 HRS PER YEAR JET FLYING EXPERIENCE	25,440

This chart [indicating] indicates the dollar cost of the current fiscal year 1960 program versus the leveloff position of the seven consolidated training base programs.

You will note here that the total annual cost this year is $110 million. It is estimated that under the consolidated training in the level-off position, it will be $92 million for a total difference of $18 million.

There are many other dollar benefits that are attractive in regard to this consolidated training that are not computed here, and it is actually hard to compute these and put a dollar value on them. For instance, the 240.000 hours of jet flying that will be applied to military and civilian pilots is very valuable time, building up the experience and proficiency of the military pilots. This, of course, is now going to civilian pilot instructors, having no value to the military. If you were to apply this same amount of time in seasoning the Air Force pilots, it would cost the Air Force around $25 million. There are two less moves involved to the students which is not reflected in this figure and that will run $700,000 to $800,000 a year. Also, depot support is not considered in the difference between the flying hours accomplished under this program and what it will be under the consolidated concept. But this is the direct cost involved in this training, showing the difference now and what it will be under the seven-base concept.

BASES INVOLVED

	PRIMARY	BASIC
FY 1960	BAINBRIDGE AB, GA	CRAIG AFB, ALA
12 BASES	BARTOW AB, FLA	GREENVILLE AFB, MISS
	GRAHAM AB, FLA	LAREDO AFB, TEX
	MOORE AB, TEX	REESE AFB, TEX
	SPENCE AB, GA	VANCE AFB, OKLA
		WEBB AFB, TEX
	MALDEN AB, MO	

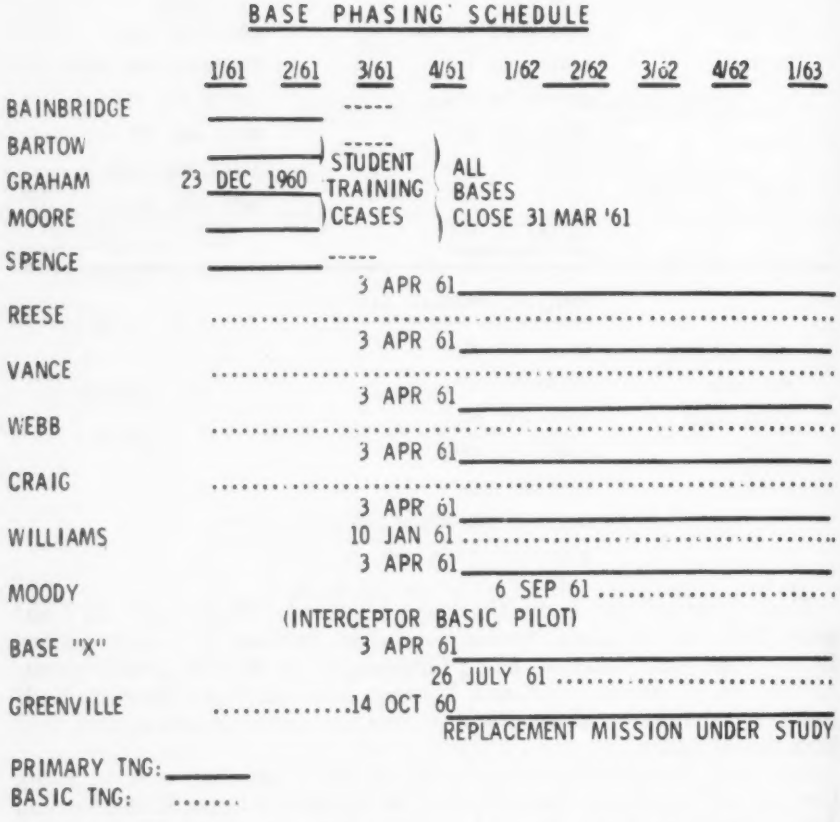
	PREFLIGHT, PRIMARY, BASIC
CONSOLIDATED	CRAIG AFB, ALA
TRAINING	MOODY AFB, GA
7 AIR FORCE	REESE AFB, TEX
BASES	VANCE AFB, OKLA
	WEBB AFB, TEX
	WILLIAMS AFB, ARIZ
	BASE "X"

These [indicating] show the bases involved. Right now, in fiscal year 1960, we have six primary schools conducting this training: Bainbridge, Ga.; Bartow, Fla.; Graham, Fla.; Moore, Tex.; Spence Airbase at Moultrie, Ga.; and Malden Airbase, Mo. Malden is already approved for closing and is phasing down training and will close this summer.

Next are the Air Force bases where basic training is conducted: Craig Air Force Base, Ala.; Greenville Air Force Base, Miss.; Laredo Air Force Base, Tex.; Reese Air Force Base, Lubbock, Tex.; Vance Air Force Base, Enid, Okla.; and Webb Air Force Base, Big Spring, Tex.

Under the consolidated concept, all these primary bases will close, and my next chart will show the phasing schedule. These [indicating] are the six bases that have been selected for consolidated training: Craig Air Force Base; Moody Air Force Base, Valdosta, Ga.; Reese Air Force Base, Lubbock, Tex.; Vance Air Force Base, Enid, Okla.; and Webb Air Force Base, Big Spring, Tex.; as well as Williams Air Force Base at Phoenix, Ariz. The seventh base is under study and has not been selected.

BASE PHASING DATES



This [indicating] indicates these same bases with the phasing dates: Student training to cease at all the primary schools in December and the bases will close as soon thereafter as possible. It shows the six bases that have been selected for training and they will start the consolidated training, receiving their primary students April 3, 1961.

Greenville will phase out basic training October 14, and will receive a technical training mission.

Sir, that completes the formal portion of the briefing and, of course, we are available for any questions.

Mr. MAHON. Thank you very much, Colonel, for this presentation. Will these charts be available for the record?

General FRIEDMAN. They will, sir.

Mr. MAHON. Did you have all military bases prior to World War II generally for the training of pilots?

General HOPWOOD. This is true, sir.

Mr. MAHON. Did you get back to that status prior to the Korean war?

General HOPWOOD. Yes, sir.

Mr. MAHON. And I assume that you stated in your testimony that you are going back to that program now?

General HOPWOOD. Yes, sir.

Mr. MAHON. It seems attractive that you would have military pilots doing the training in some ways, but on the other hand, just because a man is a pilot does not mean he is a good instructor. There are a lot of well-educated people who would not make good schoolteachers.

What is your feeling about the adequacy of these pilots who may have other things in mind and who may think it is rather humdrum and unexciting to be training these people who are in the different stages of flying?

General HOPWOOD. I have been both a military primary instructor and I have commanded two primary contract flying schools. In my experience both types of instructors are technically competent. I do not like to imply in any way a criticism of the civilian instructors, because we never would have mobilized in World War II without their help.

There are certain advantages in our belief to the military pilot in this business. In the first place, he comes in as an officer. He knows his student may be flying on his wing or may be his copilot in combat, and there are motivations from the beginning to teach the young man to apply his aircraft as a weapons system in support of national policy.

The civilian instructor is faced with the job to solo a student safely. He does not have quite the same mission that is typical of the military instructors as to their motivation, and the humdrum aspect—these young military instructors know that the jet flying hours that he is getting in the Air Training Command is one of the finest career investments he can make. For this reason, in the process of instructing, he becomes an almost impeccable pilot and he has to analyze the mistakes of others and correct them. It is an apprentice-journeyman relationship, and he must be so good that he can impart knowledge to his student. So, his techniques are about as high as you can develop them anywhere in the Air Force.

Furthermore, he is piling up flying time at an unusually high rate. He will run 300 to 400 hours a year, and he knows he is in great demand at the time he can be released for combat assignment.

Mr. MAHON. Would you keep a man in the flying training assignment for 3 years without change of duty?

General HOPWOOD. This is our intention, sir. There is a problem in releasing him too soon. He lives it; and 3 years is the normal tour in most military assignments. He accepts it and he comes out then in demand in the flying market because of his 1,500 hours of jet experience.

Mr. MAHON. What does the Navy do about training pilots, primary and basic?

General HOPWOOD. The Navy has always been military throughout.

RECOMMENDATIONS OF AIR TRAINING COMMAND

Mr. MAHON. How does this new plan of yours jibe with the recommendations and interest of the people who command the flying training program?

General HOPWOOD. It is completely in accord. As a matter of fact, General Smith, previously in command, had hoped we could move in this direction; and General Briggs is enthusiastic and feels we will receive many more dividends qualitatively from this program.

MILITARY CONSTRUCTION REQUIREMENTS

Mr. SHEPPARD. With reference to the construction item of $3 million—is this the vital cost; and will this be all of the funds requested for this year and in the future for these bases, particularly for Moody and Williams which you are considering closing as a part of this change of plans?

General FRIEDMAN. As best we know, Mr. Shepperd, in reviewing the current facilities. The requirement for this combined training—I believe we gave you an estimate of something like $3.1 million, and to our best knowledge this should provide the facilities required to effect the change which we are discussing here today.

Mr. SHEPPARD. I wish you would list for the record the specific items and locations involved in this construction estimate in order that we might have them for future purposes when it comes to marking up the construction bill.

General FRIEDMAN. We will provide that.

(The information requested follows:)

The line items of military construction required for mission change are listed below. The first six military construction projects for Moody Air Force Base have been requested in the regular fiscal year 1961 military construction program. Listed separately are mission change projects which will be funded out of the "Operation and maintenance" appropriation. Prior to receiving final approval, each project will be thoroughly reviewed and processed in accordance with existing Air Force regulations. It is anticipated that the detailed review process will cause some revisions to be made. The $5,611,000 referred to by Mr. Sikes in connection with future requirements for the Moody Air Field Base is an estimate of what the Air Force can reasonably expect to program for that base during the next few years. It is in addition to the figures previously discussed, and will provide for such things as upgrading of personnel, maintenance and operations facilities. It is not a firm programing figure, since all such projects must necessarily compete, in terms of priority, with all other construction requirements.

Military construction

	Fiscal year 1960 or *Fiscal-year 1961*
Craig Air Force Base:	
Construction OCAMA test stand	[1] $16,000
Construct extension to primary runway, Selfield auxiliary field (700 feet)	[1] 140,000
Construct addition and install parts, cleaning tanks, building 248 (comb)	[1] 24,500
Construct dual Hunter-Bristol test stand	[1] 13,100
Construct TVOR	[1] 5,100
Construct jet fuel storage tank	[1] 42,900
Total	241,600

[1] Minor construction projects.

Military construction—Continued

	Fiscal year 1960	or	*Fiscal year 1961*
Moody Air Force Base:			
Flight simulator training			$301,000
Shop, aircraft engine inspection and repair			488,000
Shop, auto maintenance			240,000
Shop, parachute and dinghy, base			175,000
Shop, refueling vehicle			90,000
Shop, ground power equipment			95,000
Construct Butler Building for aircraft maintenance shop	[1] $22,700		
Construct 1,500-foot extension, Spence auxiliary field	[1] 166,400		
Construct ejection seat trainer	[1] 5,100		
Construct dual Hunter-Bristol test stand	[1] 18,000		
Construct high altitude training building	[1] 90,100		
Construct OCAMA test stand	[1] 16,000		
Total	318,300		1,389,000
Reese Air Force Base:			
Construct dual Hunter-Bristol test stand	[1] $23,500		
Construct addition, soundproof and air condition base operations	[1] 63,200		
Construct ejection seat trainer	[1] 5,000		
Construct addition to shop aircraft engine inspection and repair	[1] 110,100		
Construct Butler Building for ground power equipment	[1] 59,000		
Total	260,800		
Vance Air Force Base:			
Construct ejection seat trainer	[1] $5,100		
Construct pad, power check	[1] 18,100		
Construct dual Hunter-Bristol test stand	[1] 36,700		
Total	59,900		
Webb Air Force Base:			
Construct dual Hunter-Bristol test stand	[1] 43,100		
Construct OCAMA test stand	[1] 16,000		
Construct baffles on small arms range	[1] 24,900		
Total	84,000		
Williams Air Force Base Construct TVOR	[1] 9,200		
Base X: Lump sum (estimate)			[1] 750,000
Totals	973,800		2,139,000
Grand total, military construction	3,112,800		

Operations and maintenance

Craig Air Force Base:	
Construct addition and install parts, cleaning tanks, building 248	$39,000
Modify interior and soundproof flight operations buildings 201, 207, 208, 209, and 210	105,800
Modify and air condition building 228 for flight operations	22,500
Modify interior and air condition link trainer building 211	23,200
Modify and air condition building 19 for academics	17,500
Total	208,000

[1] Minor construction projects.

Operations and maintenance—Continued

	Fiscal year 1961
Moody Air Force Base:	
Rehabilitate runway 18R/36L	$923,400
Rehabilitate high-intensity lighting	66,800
Rehabilitate cold storage plant	32,200
Modify, air condition and soundproof squadron operations buildings 606, 608, 705, and 707	210,200
Modify, air condition and soundproof base operations building 617	66,000
Rehabilitate and air condition classroom building 102	26,100
Air condition and soundproof building 703	32,000
Modify floodlights on aircraft parking apron	66,000
Modify electrical system, petroleum, oil and lubrication area	13,000
Air condition administrative space building 701	26,500
Modify and air condition OQ buildings S–123, S–124, S–125, S–126, S–201, S–202, S–203, S–204, S–207, S–208, S–209	426,300
Total	1,888,500
Reese Air Force Base:	
Modify and air condition shop, aircraft maintenance, field, administration building 52	18,200
Modify and air condition base supply, administration building T–51	22,100
Modify and air condition hangars, field maintenance buildings 60, 70, 82	72,800
Modify and air condition wing maintenance control, administration building T–61	55,100
Modify and air condition flight training basic buildings T–75, T–90, T–91, T–92	177,000
Modify and air condition headquarters squadron operations building T–79	10,300
Modify building 815 for academic classrooms	29,000
Total	384,500
Vance Air Force Base:	
Soundproof and air condition flight training basic building T–182	96,500
Modify and air condition shops and administration building 170	25,300
Modify and air condition wing maintenance control, administration building T–148	14,300
Soundproof, modify and air condition lean-to-buildings 129, 141, and 195	124,600
Air condition academic classroom building T–604	57,200
Modify and air condition base operations building T–156	45,700
Total	363,600
Webb Air Force Base:	
Repair taxiway, runway access, No. 3	55,200
Modify, air condition, and soundproof squadron operations buildings 22, 26, 65, 66	196,000
Modify, air condition, and soundproof shop building 75	12,100
Modify, air condition, and soundproof fire station building 42	26,400
Modify control tower	15,000
Modify, air condition, and soundproof base operations	40,000
Total	344,700

Operations and maintenance—Continued

	Fiscal year 1961
Williams Air Force Base:	
Repair water well	$81,800
Repair runway, primary instrument	32,600
Modify and soundproof control tower	20,000
Modify flight simulator training building 570	14,000
Modify, air condition, and soundproof buildings S–26 and S–43	140,100
Install parts cleaning tanks, building 1085	56,400
Modify and air condition OQ buildings S–330, S–331, S–332, S–340, S–341, S–342, S–351, S–360, S–361, S–362	491,000
Modify, air condition, and soundproof base operations, building, S–19	60,800
Modify, air condition, and soundproof wing maintenance control, administration building S–45	23,000
Modify academic classrooms, buildings 477 and 571	61,400
Total	981,100
Base X: Lump sum (estimate)	340,000
Total, operations and maintenance	4,510,400

Mr. SHEPPARD. And as there is a separation between the two committees, I wish you would supply this to Mr. Sanders of our subcommittee staff, aside from what is in the record here, please.

General FRIEDMAN. Yes, sir; we will do that.

Mr. SHEPPARD. That is all, Mr. Chairman.

Mr. SIKES. Off the record.

(Discussion off the record.)

INITIATION OF CONTRACT TRAINING PROGRAM

Mr. SIKES. On the record, may I ask when did the Air Force begin the use of contract training for its primary flying program?

General HOPWOOD. The first contract flying occurred as we entered the fiscal year 1940. We moved our first contingents into the field.

Mr. SIKES. And that was prior to World War II?

General HOPWOOD. Yes, sir.

Mr. SIKES. This is not quite the same testimony given a few minutes ago?

General HOPWOOD. What we showed on the chart, Mr. Sikes, was production. We put the people into the pipeline about a year earlier and we opened nine contract schools on an experimental basis the last week in June 1939 and began training on the 5th of July 1940.

Mr. SIKES. As I recall it, contract training was resumed on a major basis in January 1951; is that correct?

Colonel BRINSON. Yes, sir.

REASONS FOR ADOPTION OF CONTRACT TRAINING

Mr. SIKES. Why did the Air Force adopt contract flying training in preference to training with its own facilities and personnel?

General HOPWOOD. The primary reason was that the combat demands within our troop basis have always had to take first priority where we had a mobilization effort imposed on top of the combat

obligation, and we then had to go outside of our own resources to augment training capacity.

Mr. SIKES. Was not its adoption caused as the result of survey recommendations conducted by independent research groups such as the Stanford Research Institute and the Heller group——

General HOPWOOD. Oh, yes; definitely.

Mr. SIKES. And the Air Force felt it was on good grounds in going to contract training?

General HOPWOOD. Yes, sir.

Mr. SIKES. Has contract training produced fully satisfactory pilots?

General HOPWOOD. In terms of a primary pilot who could fly; yes.

Mr. SIKES. In terms of the job he was trained to do, has the output been fully satisfactory?

General HOPWOOD. It has for the most part, although in the last year or two our elimination rates in primary are higher than we believed we must accept if we can apply the career motivation that we feel we can realize with military instruction.

Mr. SIKES. Mr. Chairman, I have here a number of quotations from the Air Force and from other sources on the advantages of contract training which I submit and ask to be included in the record at this point.

Mr. MAHON. Yes, sir. We will include this in the record at this point.

(The matter referred to follows:)

PROFILE OF AVERAGE FLIGHT INSTRUCTOR IN CONTRACT PRIMARY SCHOOLS

The average flight instructor in the USAF contract primary schools is a married man with two children and 35 to 36 years of age. He is a mature man with mature judgment. He has approximately 5,000 to 6,000 hours of flying in all types of aircraft. In many instances the majority of his flying experience is instructing. He has soloed 70 students and has been flying 15 to 17 years. He has a military background and holds a reserve commission of captain or lieutenant commander. He is enterprising, well thought of in the community and integrated into community life, both civic and church.

[Italic added]

USAF STATEMENT

"We must look to industry to provide the management and technical skills that, in turn, will produce a superior Air Force. There is no other industry where greater demands are made on management. The military needs and demands the highest caliber of civilian management. *The day that we become content with second-class management is the day we will start producing a second-class Air Force*" (Planes, Mar. 27, 1957, Lt. Gen. Clarence S. Irvine, D.C.S. Material, USAF).

Administration and Department of Defense policy

"To utilize and encourage private industry and the free enterprise system whenever practical."

Experience level in contract primary schools

"For example, in one of the contract primary schools there is presently *6,231* man-years of *aviation experience*."

Contract primary safety experience in jet aircraft

"There have been no accidents in T–37 jet-type aircraft in the contract schools for the period November 30, 1959 through April 26, 1960. On April 27 a *solo* student in one of the schools became lost and experienced a forced landing due to fuel shortage."

USAF STATEMENT

"The many benefits of contract training, i.e., stability, economy, development and retention of instructor experience—to name only a few—insure continuation contractor training as an integral part of the flying training program" (Flying Training Air Force, Air Training Command 5-year review (1951–55)).

USAF STATEMENT

"Perhaps the most striking feature of the contract training program has been the decrease in accident rates. Accidents have decreased steadily throughout the many program changes of the past 5 years * * *" (Flying Training Air Force, Air Training Command 5-year review (1951–55)).

"Civilian flight training on contract is a plan that could cut $7 million from the Navy's all-military primary phase; such a saving would be equal to all the Federal taxes that approximately 26,000 average American families will pay in 1957 * * *" (Nations Business, December 1957).

"Although the Air Force uses appropriate contract services that provide a sound incentive to cut costs, it buys more than just a system; it buys the best managerial talents in the Nation. The infinite complexity of a modern aircraft or weapons systems, as an example, precludes detailed supervision by the military" (Planes, Mar. 27, 1957, statement by Lt. Gen. Clarence S. Irvine, D.C.S. Material, USAF).

USAF REPORT

Observations—"Maintenance, supply and installations"

"Management and control of motor vehicle transportation are excellent. Maintenance of base facilities is excellent. Fire department personnel are well qualified and firefighting equipment is excellent. An excellent fire prevention program is in effect" (from inspection report of Air Training Command Inspector General, March 22, 1960).

USAF REPORT—"COMMENDABLE ITEMS"

Operation and maintenance of vehicles

"The overall operation of this section is commendable."

Aircraft maintenance

"Maintenance of aircraft, related equipment and shop management are commendable."

Jet engine test cell

"Planning, installation, and management of the highly effective jet engine test cell are commendable."

Losses of Government property

"Contractor's supply procedures pertaining to reporting and processing losses of personal clothing and equipment are excellent. Personnel responsible are commended" (from inspection report of Air Training Command Inspector General, March 22, 1960).

TYPICAL AND REPRESENTATIVE STATEMENTS CONTAINED IN MOST RECENT USAF INSPECTOR GENERAL'S INSPECTION REPORT ON A PRIMARY CONTRACT FLYING SCHOOL (TYPICAL OF RESULTS OF RECENT INSPECTIONS AT EVERY ONE OF THE PRIMARY CONTRACT SCHOOLS)

USAF REPORT

Observations—"Operations and training"

"The contractors *flight department is excellent.* An orderly, efficient operation is conducted. Transition to T–37 aircraft is progressing in an *excellent* manner and in accordance with a well developed plan" (from Inspector General's report of inspection, Air Training Command, March 22, 1960).

USAF REPORT

Observations—"Operations and training"

"The academic training department is operating in an *excellent* manner. Instruction was of high quality, all facilities are in good condition and care of training aids is excellent. The physical training is conducted in an excellent manner" (from inspection report of Air Training Command Inspector General, March 22, 1960).

USAF REPORT

Observations—"Services"

"Preparation of foods, appearance, and sanitation of facilities are excellent" (from inspection report of Air Training Command Inspector General, March 22, 1960).

SAVINGS REALIZED THROUGH USE OF CONTRACT FLYING TRAINING

Mr. SIKES. How much money is it anticipated the Air Force has saved by contract training during the life of contract training?

General FRIEDMAN. I would find that rather difficult to come up with. Certainly not off the top of my head.

SAVINGS TO THE AIR FORCE THROUGH USE OF CONTRACT FLYING TRAINING

Mr. SIKES. I understand that, but do you believe that the Air Force has saved money by contract training?

General FRIEDMAN. Offhand, I really could not say, because I think what we are talking about is availability of resources for the accomplishment of the job at the time of its requirement.

I would say this, in all fairness: If we had had to go out and construct new facilities, it would have been a rather expensive operation. I will try and give you the most objective response to your question that is possible.

(The information referred to follows:)

SAVINGS BY THE AIR FORCE THROUGH USE OF CONTRACT FLYING TRAINING

Lack of any basis for comparison precludes an attempt to identify savings in dollar terms. However, considerable savings have accrued to the Air Force through the use of contract schools for primary flying training. It is possible to identify certain of these in meaningful terms. First, there is the consideration of manpower—Air Force officers and airmen. This can best be approached in terms of the approximate number of operational years which the Air Force has or will receive from each of the nine bases which have been involved in the contract operation from fiscal year 1951 through fiscal year 1960. The following tabulation provides this data:

	Operational years
Bainbridge Airbase, Ga	9
Bartow Airbase, Fla	10
Graham Airbase, Fla. (includes time spent at Greenville Air Force Base, Miss	10
Hondo Airbase, Tex	8
Malden Airbase, Mo	9
Marana Airbase, Ariz	6
Moore Air Force Base, Tex. (includes time spent at Columbus Air Force Base, Miss	10
Spence Airbase, Ga	10
Stallings Airbase, N.C	6

Each contract operational year represents a savings to the Air Force of from 300 to 500 officers and 1,100 to 1,300 airmen. The services of these officers and airmen were made available to the Air Force for the urgent needs of the Korean war and the buildup of our strategic, tactical, and air defense wings through the use of the contractor schools which require a military staff of less than 50 military personnel.

Based on the peak number of nine, we were also able to forego the additional construction and rehabilitation costs to activate these bases to the extent that they could support a total military population in excess of 2,000, including students. This actual cost which could have been involved is subject to conjecture, but certainly considerable resources would have been expended for this purpose if we had not used contract schools.

The savings discussed above are in the only areas which can be discussed with a reasonable degree of objectivity. In the final analysis it was the need for the manpower savings which forced the Air Force to reenter contract primary training in fiscal year 1951.

Mr. SIKES. Is it not true that a comparison between primary training costs at contract schools and at Air Force-operated schools, such as Goodfellow Air Force Base, where a like mission in primary pilot instruction was conducted by the Air Force itself, that it was found that the contract schools performed the mission at a very substantial savings and, actually, at a ratio of about 2 to 1 in savings? Is that not true?

General FRIEDMAN. If it was furnished by us, that would be a fair statement and I will so indicate in the record.

General HOPWOOD. May I comment at that point?

Mr. SIKES. Why of course.

General HOPWOOD. At the time of the experiment, Goodfellow, like a number of other Air Force bases, maintained a 24-hour airdrome availability. They maintained weakend availability. It was a standard, operational Air Force base. This would cost you certain manpower and certain dollars that were not associated with the primary contractors who close down at 5:00 o'clock in the evening and did not operate Saturdays and Sundays. So, to a degree, it is apples and oranges.

Mr. SIKES. Are you familiar with the statement which appears on page 23 of the Contract School Report, Headquarters, Flying Training, Air Force, January 1951 to December 1955, and I quote:

Contract training is perhaps the greatest training bargain in the history of the Air Force.

Would you comment?

General HOPWOOD. Yes. I will comment on that. In the first place, there is a morale factor. As long as we are dealing with the civilian flying contractor, we are as interested as he is in making him feel that he is contributing. It has a lot to do with the morale of his flying instructors and with the personnel around and the atmosphere of the student. Most of us in the Air Force will not malign the contract program because it has bailed us out in emergencies twice in our history. But, the major point of our concept is that with retention of career officers, a very important factor in this day and age, and in a Century Series environment, with a guide to maintain some hard-core ZI place to absorb our technicians, we need the military environment at this point and can afford it.

DESIRE FOR RETENTION OF CAREER OFFICERS

Mr. SIKES. Is the retention of career officers the most important consideration involved in this change to Air Force training?

General HOPWOOD. It is a highly important consideration, sir, as is the elimination rate which has been running high.

Mr. SIKES. I do not quarrel with that statement, because I know how important this is. I just want all the facts brought out in this matter.

General HOPWOOD. Yes, sir.

NEED FOR STUDY OF CONTRACT TRAINING

Mr. SIKES. Has the Air Force conducted some new study which contradicts the conclusions reached year after year over a period of the last 9 years regarding the advantages and economy of contract training?

General HOPWOOD. I cannot put my finger on a study that would rank with the Stanford and Heller studies, Mr. Sikes.

Mr. SIKES. Has there been any study by an independent group such as you used to go into contract training initially? Have you now conducted any study which has given you grounds to drop contract training?

General HOPWOOD. Not in the same area as the Heller and Stanford organizations. We are not relying on professional judgment and on men who have been in the business a long, long time and who chose to go into a contract in each instance only because it was the necessary thing to do. We could not pull out of our operational forces the resources to meet this mobilization training requirement. We have always wanted to do our military training. That is the wellspring of our rated officers' strength and it is not the sort of thing we would like to terminate.

Mr. SIKES. Why did you not have such a study conducted in order to gain concrete evidence that such a change would be desirable?

General HOPWOOD. I am not quite sure I understood your question.

Mr. SIKES. Off the record.

(Discussion off the record.)

Apparently you have not conducted a new detailed study and you do not have the advantage of a study conducted by an indepedent research establishment. I am asking why you did not postpone this decision until you have such a study on which to base the reasons for a change in the training program.

General HOPWOOD. I think we can answer that at least in part: Based on our knowledge of the cost of the contract operation at the moment and our knowledge of our own basic cost in the basic flying schools which have always been military, we can show that it would cost directly less to maintain a civilian contract program.

However, there are offsetting factors. There are 240,000 jet seasoning hours that we cannot get anywhere in the Air Force any more. We have gotten rid of the F–86, the F–84, and the F–94. We have only the T–33 and now the T–37 outside of the combat force to provide this seasoning. This is a $25 million item a year which more

than offsets the relative differential between a military operation and the primary contract. In addition to that—and this we cannot prove—we will have to go back again to objective judgment and the experience of World War II, and we are convinced that our elimination rate will fall to the tune of an estimated $7 million savings a year. This we cannot prove until we are into it.

Mr. SIKES. I think that is very significant. You say you cannot prove savings until you are into the new program, and that savings may or may not result; is that true?

General HOPWOOD. That is right.

Mr. MAHON. Off the record.

(Discussion off the record.)

Mr. SIKES. At this time I yield to Mr. Whitten.

Mr. WHITTEN. I direct this to Mr. Sikes:

INVESTMENTS IN BASES CONCERNED

I would like to have you put in the record a statement with reference to each of the bases involved as to what the outlook and plan for that base was prior to coming up with this proposal. I would like to know the amount of investment at each of the bases, a description of the runways, and various other things that you have at each of these bases.

I know we have been around here long enough to be rather practical, and in just looking at your list, I note that you have plans to make these bases larger, and I know when you plan to close them, you naturally should be cutting them down. It looks like your plans have made it convenient to take care of the desires of some of our mutual friends.

I think in order to receive the full story that we need a statement as to what the plan was for each of these bases beforehand or before your announcement and what this change means in regard to each of these bases, as well as a true comparison of what is at each base and how much extra money you will spend at these bases in connection with this change.

Mr. SIKES. Would you please provide that material for the record, gentlemen?

General FRIEDMAN. Yes, sir.

(The information requested follows:)

Planned Base Utilization Prior to Combined Training Concept

Base	Planned Utilization as of 30 November 1959
Bainbridge Air Base, Georgia	All five primary schools to operate through Fiscal Year 1961. Reduction to four base complex at the end of Fiscal Year 1961. Selection of base for closure was under study.
Bartow Air Base, Florida	
Graham Air Base, Florida	
Moore Air Force Base, Texas	
Spence Air Base, Georgia	
Craig Air Force Base, Alabama	Transfer of Basic Instructor School to Randolph Air Force Base at end of first quarter, Fiscal Year 1961. Full Basic Pilot Training mission for foreseeable future.
Greenville Air Force Base, Alabama	Phased out of Basic Pilot Training in second quarter, Fiscal Year 1961. Future mission undetermined.
Laredo Air Force Base, Alabama	Phased out of Basic Pilot Training at the end of FY 1961. Future mission undetermined.
Moody Air Force Base, Georgia	Maintain Advanced Interceptor Training through FY 1962. Future mission undetermined.
Reese Air Force Base, Texas	Basic Pilot Training for foreseeable future.
Vance Air Force Base, Oklahoma	Basic Pilot Training for foreseeable future.
Webb Air Force Base, Texas	Basic Pilot Training for foreseeable future.
Williams Air Force Base, Arizona	Phased out of Advanced Fighter Training at the end of the second quarter, FY 1961. Future mission undetermined.

BASE INVESTMENTS

The following table indicates the amount of investment in all the bases involved in the change to the consolidated pilot training concept. This includes those bases being phased out of the pilot training program. The investment in government owned bases is based on original acquisition costs.

Base	Inventory 30 June 1959 (Other than Capehart & Wherry Housing)	Wherry & Capehart Family Housing	(In Thousands) Funded Construction not In Inventory	TOTAL INVESTMENT
Base X				Unknown
Craig AFB, Ala.	$ 15,256	$ 2,800	$ 1,482	$ 19,538
Greenville AFB, Miss.	12,263	0	0	12,263
Laredo AFB, Texas	19,319	0	0	19,319
Moody AFB, Ga.	17,262	0	0	17,262
Reese AFB, Texas	11,571	2,829	6,230	20,630
Vance AFB, Okla.	15,563	4,000	3,892	23,455
Webb AFB, Texas	12,262	7,000	6,385	25,647
Williams AFB, Ariz.	18,387	3,708	3,154	25,249
Moore AFB, Texas (Contract primary flying school)	8,092	0	0	8,092

Contract Primary Flying Schools (Amount of Air Force investment for new construction, modification from time of activation through FY 1960. Does not represent total base value)	Date of Activation	(In Thousands) Cost
Bainbridge Air Base, Georgia	July 1951	$ 3,040
Bartow Air Base, Florida	May 1951	3,093
Graham Air Base, Florida	February 1953	4,666
Malden Air Base, Missouri	July 1951	1,691
Spence Air Base, Georgia	April 1951	964

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DESCRIPTION OF BASES

The following data provides a detailed description of the various facilities at all the bases involved in the consolidated training concept. This includes those bases currently being used for pilot training.

Data on the government owned bases is derived from standard Air Force records.

Data on Bainbridge, Bartow, Graham, Malden and Spence Air Bases is based on contractor records which are not maintained in the same manner as Air Force records.

In order to provide the most current data possible, Headquarters, Air Training Command records as of 31 March 1960 have been utilized.

CRAIG AIR FORCE BASE

FLIGHT FACILITIES

Facility	Length x Width (feet)	Gross Load Capacity for Single Wheel Gear (pounds)	Condition
Runways			
Primary	7,300 x 300	25,000	Good
Parallel	7,000 x 150	25,000	Good

	Area (Square Yards)	Capacity	
Aprons			
Operational	358,000	25,000	Good

	Length (feet)	Type
Airfield Lighting		
Primary Runway	7,300	High Intensity System
Primary Approach	1,000	High Intensity System
Parallel Runway	7,000	Medium Intensity System

TRAINING AND OPERATIONS FACILITIES

Facility	Unit	Amount
Base Operations	Square Feet	4,180
Base Communications	Square Feet	3,487
Academic Classroom	Square Feet	22,109
Squadron Operations	Square Feet	32,832
Squadron Headquarters	Square Feet	35,014
High Altitude Training	Square Feet	1,719
Operational Mission Training	Square Feet	4,762
Training Aids Shops	Square Feet	4,720

AIRCRAFT FUEL FACILITIES

	Unit	Amount
Above Ground Storage	Barrels	27,250

CRAIG AIR FORCE BASE

MAINTENANCE FACILITIES

Facility	Unit	Amount
Hangars Net Aircraft Area	Square Feet	82,089
Maintenance Shops	Square Feet	44,962
Engine Build-Up Shops	Square Feet	16,263
Jet Test Stand	Each	1
Shop, Auto Maintenance	Square Feet	20,104
Shop, Ground Powered	Square Feet	6,259
Shop, Parachute and Dinghy	Square Feet	1,982

STORAGE FACILITIES

Facility	Unit	Amount
Cold Storage	Square Feet	15,264
Warehouses	Square Feet	18,467
Ammunition	Square Feet	864
Storage Shed	Square Feet	2,810

ADMINISTRATIVE FACILITIES

Facility	Unit	Amount
Administration, Medical	Square Feet	4,690
POL Operations & Administration	Square Feet	4,241
Administration, Supplies & Issue	Square Feet	15,304
Administration, Office	Square Feet	5,300
Administration, Base Supply	Square Feet	7,076
Administration, Wing Maintenance	Square Feet	18,893
Commercial Transportation Facilities	Square Feet	12,030
Headquarters, Unit, Air Police	Square Feet	2,187
Headquarters, Group, Air Base	Square Feet	5,019
Headquarters, Group, Maintenance & Supply	Square Feet	2,472
Headquarters, Group, Training	Square Feet	2,221
Headquarters, Squadron	Square Feet	39,734
Headquarters, Wing	Square Feet	47,238
Plant, Reproduction	Square Feet	2,750

MEDICAL FACILITIES

Hospital	Beds	114
Dental Clinic	Operating Units	8

CRAIG AIR FORCE BASE

HOUSING FACILITIES

Facility	Unit	Amount
Bachelor Officers Quarters	Man	230
Dormitory/Airman	Man	1,300
Dining Hall/Airman	Man	1,000
Family Housing, Officer	Family	100
Family Housing, Airman	Family	225

RECREATIONAL - COMMUNITY SUPPORT FACILITIES

Facility	Unit	Amount
Chapel	Square Feet	208
Service Club	Square Feet	7,762
Open Mess, Officer	Square Feet	22,055
Open Mess, NCO	Square Feet	9,411
Gym/Field House	Square Feet	14,861
Swimming Pools -		
Officer	Each	1
Airman	Each	1
Theater	Seats	414
Golf Course	Holes	9
Base Exchange	Square Feet	8,860
Commissary	Square Feet	9,186
Bowling Alley	Lanes	6
Store Clothing Sales	Square Feet	2,488

GREENVILLE AFB

FLIGHT FACILITIES

Facility	Length x Width (feet)	Gross Load Capacity for Single Wheel Gear (pounds)	Condition
Runways			
Primary	7,000 x 150	25,000	Good
Parallel	7,000 x 150	25,000	Good
	Area (Square Yards	Capacity	Condition
Aprons			
Operational	240,000	35,000	Good
	Length (feet)	Type	
Airfield Lighting			
Primary Runway	7,000	High Intensity	
Primary Approach	1,500	High Intensity	
Parallel Runway	7,000	Medium Intensity	

TRAINING AND OPERATIONS FACILITIES

Facility	Unit	Amount
Base Operations	Square feet	8,606
Base Communications	Square feet	2,475
Academic Classroom	Square feet	22,100
Synthetic Trainer	Square feet	8,784
Squadron Headquarters	Square feet	35,075
Flight Training Basic	Square feet	9,300
High Altitude Training	Square feet	3,060

AIRCRAFT FUEL FACILITIES

Facility	Unit	Amount
Underground Storage	Barrels	285
Above Ground Storage	Barrels	40,733

MAINTENANCE FACILITIES

Facility	Unit	Amount
Hangars		
Net Aircraft Area	Square feet	81,778
Maintenance Shops	Square feet	51,451
Engine Build-up Shops	Square feet	10,662
Shop, Auto Maintenance	Square feet	13,969
Shop, Ground Powered	Square feet	1,275
Shop, Parachute and Dinghy	Square feet	5,792

GREENVILLE AFB

ADMINISTRATIVE FACILITIES

Facility	Unit	Amount
Administration, Medical	Square feet	6,430
POL Operations and Administration	Square feet	3,219
Administration, Supply and Issue	Square feet	6,954
Administration Office	Square feet	3,550
Administration, Base Supply	Square feet	8,923
Administration, Wing Maintenance	Square feet	5,350
Administration, Personnel Practice	Square feet	11,780
Commercial Transportation Facility	Square feet	3,450
Headquarters Unit, Air Police	Square feet	5,250
Headquarters Group, Air Base	Square feet	1,800
Headquarters Group, Maintenance and Supply	Square feet	1,750
Headquarters Squadron	Square feet	35,075
Headquarters Wing	Square feet	24,786
Plant, Reproduction	Square feet	2,700

MEDICAL FACILITIES

Facility	Unit	Amount
Hospital	Bed	79
Dental Clinic	Operating Units	8

HOUSING FACILITIES

Facility	Unit	Amount
Bachelor Officers Quarters	Man	165
Dormitory/Cadet	Man	703
Dormitory/Airman	Man	1,625
Dining Hall/Cadet	Man	1,000
Dining Hall/Airman	Man	1,000
Family Housing, Officer	Family	11
Family Housing, Airman	Family	18

RECREATIONAL -- COMMUNITY SUPPORT FACILITIES

Facility	Unit	Amount
Chapel	Square feet	224
Service Club	Square feet	10,848
Open Mess, Officer	Square feet	12,496
Open Mess, Cadet	Square feet	7,910
Open Mess, NCO	Square feet	7,606
Gym/Field House	Square feet	3,663
Swimming Pools Officer	Each	1
Theater	Seats	441
Golf Course	Holes	9
Base Exchange	Square feet	14,239
Commissary	Square feet	4,520
Bowling Alley	Lanes	6
Store Clothing Sales	Square feet	3,090

STORAGE FACILITIES

Facility	Unit	Amount
Cold Storage	Square feet	16,042
Warehouses	Square feet	81,585
Storage Shed	Square feet	1,674

LAREDO AIR FORCE BASE

FLIGHT FACILITIES

Facility	Length x Width (Feet)	Gross Load Capacity for Single Wheel Gear (pounds)	Condition
Runways			
Primary	7,809 x 150	35,000	Good
Parallel	7,500 x 150	35,000	Good
	Area (Square Yard)	**Capacity**	**Condition**
Aprons			
Operational	334,000	23,000	Fair
	Length (Feet)	**Type**	
Airfield Lighting			
Primary Runway	7,809	High Intensity	
Primary Approach	1,500	High Intensity	
Parallel Runway	7,500	Medium Intensity	

TRAINING AND OPERATIONS FACILITIES

Facility	Unit	Amount
Base Operations	Square Feet	9,150
Base Communications	Square Feet	3,230
Academic Classroom	Square Feet	17,590
Synthetic Trainer	Square Feet	7,556
High Altitude Training	Square Feet	3,504
Training Aids Shop	Square Feet	9,498

AIRCRAFT FUEL FACILITIES

Facility	Unit	Amount
Underground Storage	Barrel	5,950
Above Ground Storage	Barrel	38,000

LAREDO AIR FORCE BASE

MAINTENANCE FACILITIES

Facility	Unit	Amount
Hangars		
Net Aircraft Area	Square Feet	77,757
Maintenance Shops	Square Feet	24,070
Engine Build-Up Shops	Square Feet	24,657
Shop, Auto Maintenace	Square Feet	20,642
Shop, Ground Powered	Square Feet	1,160
Shop, Parachute and Dinghy	Square Feet	5,252

STORAGE FACILITIES

Facility	Unit	Amount
Cold Storage	Square Feet	4,270
Warehouses	Square Feet	90,631
Storage Shed	Square Feet	100

ADMINISTRATIVE FACILITIES

Facility	Unit	Amount
Administration Medical	Square Feet	1,900
Administration Supply and Issue	Square Feet	6,786
Administration Office	Square Feet	21,998
Administration Base Supply	Square Feet	9,600
Commercial Transportation Facility	Square Feet	9,600
Headquarters, Air Police	Square Feet	2,640
Headquarters, Air Base Group	Square Feet	6,134
Headquarters, Maintenance & Supply Group	Square Feet	4,830
Headquarters, Training Group	Square Feet	5,275
Headquarters Wing	Square Feet	29,981
Plant Reproduction	Square Feet	4,612

MEDICAL FACILITIES

Facility	Unit	Amount
Hospital	Beds	50
Dental Clinic	Operating Units	8

LAREDO AIR FORCE BASE

HOUSING FACILITIES

Facility	Unit	Amount
Bachelor Officer's Quarters	Man	258
Dormitory/Airman	Man	798
Dining Hall/Officer	Man	208
Family Housing, Officer	Family	21
Family Housing, Airman	Family	18

RECREATIONAL--COMMUNITY SUPPORT FACILITIES

Facility	Unit	Amount
Chapel	Square Feet	250
Service Club	Square Feet	12,340
Open, Mess, Officer	Square Feet	18,265
Open Mess, Noncommissioned Officer	Square Feet	13,861
Gym/Field House	Square Feet	11,610
Swimming Pools		
Officer	Each	1
Airmen	Each	1
Theater	Seat	1,000
Base Exchange	Square Feet	23,200
Bowling Alley	Lane	6
Store Clothing Sales	Square Feet	4,570

MOODY AIR FORCE BASE

FLIGHT FACILITIES

Facility	Length x Width (Feet)	Gross Load Capacity Single Wheel Gear (Pounds)	Condition
Runways			
Primary	8,000 x 150	65,000	Fair
Parallel	8,000 x 150	8,000	Poor

	Area (Square Yards)	Capacity	Condition
Aprons			
Operational	361,000	10,000	Fair

	Length (Feet)	Type
Airfield Lighting		
Primary Runway	8,000	High Intensity
Primary Approach	2,500	High Intensity
Parallel Runway	8,000	High Intensity

TRAINING AND OPERATIONS FACILITIES

Facility	Unit	Amount
Base Operations	Square Feet	9,479
Base Communications	Square Feet	2,880
Academic Classroom	Square Feet	9,479
Synthetic Trainer	Square Feet	10,278
Squadron Operations	Square Feet	21,363
Squadron Headquarters	Square Feet	27,682
Training Aids Shop	Square Feet	6,630

AIRCRAFT FUEL FACILITIES

Facility	Unit	Amount
Underground Storage	Barrel	10,713
Above Ground Storage	Barrel	30,400

MOODY AIR FORCE BASE

MAINTENANCE FACILITIES

Facility	Unit	Amount
Hangars		
Net Aircraft Area	Square feet	94,852
Maintenance Shops	Square feet	59,243
Armament and Electronics Shops	Square feet	21,935
Jet Test Stand	Each	1
Shop, Auto Maintenance	Square feet	22,367
Shop, Ground Powered	Square feet	6,193
Shop, Parachute and Dinghy	Square feet	3,812

STORAGE FACILITIES

Facility	Unit	Amount
Cold Storage	Square feet	4,922
Warehouses	Square feet	120,841
Storage Shed	Square feet	3,560
Segregated Magazine	Square feet	2,033
Ammunition Storage Igloo	Square feet	3,172

ADMINISTRATIVE FACILITIES

Facility	Unit	Amount
Administration, Medical	Square feet	5,076
POL Operations and Administration	Square feet	2,243
Administration Supply and Issue	Square feet	29,386
Administration Wing Maintenance	Square feet	19,969
Commercial Transportation Facility	Square feet	1,750
Headquarters, Air Police	Square feet	3,553
Headquarters Air Base Group	Square feet	4,478
Headquarters Maintenance and Supply Group	Square feet	16,053
Headquarters Training Group	Square feet	3,675
Headquarters Squadron	Square feet	23,028
Headquarters Wing	Square feet	38,135

MEDICAL FACILITIES

Facility	Unit	Amount
Hospital	Bed	99
Dental Clinic	Operating Units	10

MOODY AIR FORCE BASE

HOUSING FACILITIES

Facility	Unit	Amount
Bachelor Officers Quarters	Man	208
Dormitory/Airman	Man	2,780
Dining Hall/Officer	Man	250
Dining Hall/Airmen	Man	1,800
Family Housing, Officer	Family	7
Family Housing, Airman	Family	1

RECREATIONAL -- COMMUNITY SUPPORT FACILITIES

Facility	Unit	Amount
Chapel	Seat	192
Service Club	Square feet	10,688
Open Mess, Officer	Square feet	17,422
Open Mess, NCO	Square feet	9,391
Swimming Pools, Officer	Each	1
Swimming Pools, Airman	Each	1
Theater	Seat	602
Base Exchange	Square feet	23,339
Commissary	Square feet	12,793
Bowling Alley	Lanes	4
Store Clothing Sales	Square feet	5,466

MOORE AIR FORCE BASE
(Contract Flying School)

FLIGHT FACILITIES

Facility	Length x Width (feet)	Gross Load Capacity for Single Wheel Gear (pounds)	Condition
Runways			
Primary	5000 x 300	Light Duty Pavement	Good
	Area (Square Yard)	**Capacity**	**Condition**
Aprons			
Operational	158,333	Light	Good
	Length (feet)	**Type**	
Airfield Lighting			
Primary Runway	5000	Medium Intensity	

TRAINING AND OPERATIONS FACILITIES

Facility	Unit	Amount
Base Operations	Square feet	9,630
Academic Classroom	Square feet	14,867
Flight Simulator	Square feet	8,881
Operation Mission Training	Square feet	22,803

AIRCRAFT FUEL FACILITIES

Facility	Unit	Amount
Above Ground Storage	Barrel	5,974

MAINTENANCE FACILITIES

Facility	Unit	Amount
Hangars		
Net Aircraft Area	Square feet	50,099
Maintenance Shops	Square feet	25,172
Jet Test Stand	Each	1
Shop, Auto Maintenance	Square feet	6,216
Shop, Parachute and Dinghy	Square feet	1,505

HOUSING FACILITIES

Facility	Unit	Amount
Bachelor Officers Quarters	Man	321
Dining Hall/Officer	Man	1,000
Family Housing, Officer	Family	126

MOORE AIR FORCE BASE

STORAGE FACILITIES

Facility	Unit	Amount
Cold Storage	Square feet	720
Warehouses	Square feet	68,161
Ammunition	Square feet	143
Storage Shed	Square feet	264

RECREATIONAL -- COMMUNITY SUPPORT FACILITIES

Facility	Unit	Amount
Chapel	Square feet	2,979
Open Mess, Officer	Square feet	13,037
Gym/Field House	Square feet	9,280
Swimming Pools, Officer	Each	1
Theater	Seats	354
Golf Course	Holes	9
Base Exchange	Square feet	5,208
Bowling Alley	Lanes	4

ADMINISTRATIVE FACILITIES

Facility	Unit	Amount
POL Operations and Administration	Square feet	1,931
Administration Supply and Issue	Square feet	4,000
Administration Base Supply	Square feet	4,000
Administration Wing Maintenance	Square feet	5,592
Headquarters Air Base Group	Square feet	12,546
Headquarters Training Group	Square feet	5,100

MEDICAL FACILITIES

Facility	Unit	Amount
Dental Clinic	Operating Unit	3

REESE AIR FORCE BASE

FLIGHT FACILITIES

Facility	Length x Width (feet)	Gross Load Capacity for Single Wheel Gear (pounds)	Condition
Runways			
Primary	10,500 x 150	50,000	Good
Parallel	6,500 x 150	50,000	Good

	Area (Square Yards)	Capacity	Condition
Aprons			
Operational	291,000	25,000	Fair

	Length (feet)	Type
Airfield Lighting		
Primary Runway	10,500	High Intensity System
Primary Approach	1,000	High Intensity System
Parallel Runway	6,500	Medium Intensity System

TRAINING AND OPERATIONS FACILITIES

Facility	Unit	Amount
Base Operations	Square Feet	3,605
Base Communications	Square Feet	2,549
Academic Classroom	Square Feet	13,310
Synthetic Trainer	Square Feet	8,367
Squadron Headquarters	Square Feet	35,200
Flight Training Basic	Square Feet	19,756
High Altitude Training	Square Feet	2,862
Training Aids Shop	Square Feet	1,475

AIRCRAFT FUEL FACILITIES

	Unit	Amount
Underground Storage	Barrels	6,592
Above Ground Storage	Barrels	6,905

REESE AIR FORCE BASE

MAINTENANCE FACILITIES

Facility	Unit	Amount
Hangars		
Net Aircraft Area	Square feet	98,500
Maintenance Shops	Square feet	74,397
Jet Test Stand	Each	1
Shop, Auto Maintenance	Square feet	19,510
Shop, Parachute and Dinghy	Square feet	3,731

STORAGE FACILITIES

Facility	Unit	Amount
Cold Storage	Square feet	5,874
Warehouses	Square feet	102,717

ADMINISTRATIVE FACILITIES

Facility	Unit	Amount
Administration, Medical	Square feet	11,433
POL Operations and Administration	Square feet	2,828
Administration Office	Square feet	3,738
Administration Base Supply	Square feet	6,677
Commercial Transportation Facility	Square feet	1,828
Headquarters Air Police	Square feet	4,720
Headquarters Air Base Group	Square feet	861
Headquarters Maintenance and Supply Group	Square feet	8,890
Headquarters Training Group	Square feet	9,477
Headquarters Squadron	Square feet	34,198
Headquarters Wing	Square feet	38,839
Reproduction, Plant	Square feet	4,826

MEDICAL FACILITIES

Facility	Unit	Amount
Hospital	Bed	77
Dental Clinic	Operating Unit	6

HOUSING FACILITIES

Facility	Unit	Amount
Bachelor Officers Quarters	Man	228
Dormitory/Cadet	Man	268
Dormitory/Airman	Man	1,235
Dining Hall/Cadet	Man	237
Dining Hall/Airman	Man	800
Family Housing, Officer	Family	181
Family Housing, Airman	Family	238

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REESE AIR FORCE BASE

RECREATIONAL -- COMMUNITY SUPPORT FACILITIES

Facility	Unit	Amount
Chapel	Square feet	190
Service Club	Square feet	10,397
Open Mess, Officer	Square feet	15,212
Open Mess, Cadet	Square feet	5,328
Open Mess, NCO	Square feet	13,874
Gym/Field House	Square feet	15,188
Swimming Pools, Officer	Each	1
Swimming Pools, Airman	Each	1
Theater	Seats	604
Golf Course	Holes	9
Base Exchange	Square feet	17,112
Commissary	Square feet	9,190
Bowling Alley	Lanes	4
Store Clothing Sales	Square feet	1,840

VANCE AIR FORCE BASE

FLIGHT FACILITIES

Facility	Length x Width (feet)	Gross Load Capacity for Single Wheel Gear (pounds)	Condition
Runways			
Primary	9,200 x 150	55,000	Good
Parallel	9,200 x 150	55,000	Good
	Area (Square Yard)	**Capacity**	**Condition**
Aprons			
Operational	299,000	22,000	Fair
	Length (feet)	**Type**	
Airfield Lighting			
Primary Runway	9,200	High Intensity	
Primary Approach	1,500	High Intensity	
Parallel Runway	9,200	Medium Intensity	

TRAINING AND OPERATIONS FACILITIES

Facility	Unit	Amount
Base Operations	Square feet	10,620
Base Communications	Square feet	2,597
Academic Classroom	Square feet	24,643
Technical Training	Square feet	1,320
Synthetic Trainer	Square feet	5,977
Squadron Headquarters	Square feet	36,213
Flight Training Basic	Square feet	22,332
High Altitude Training	Square feet	4,311

AIRCRAFT FUEL FACILITIES

Facility	Unit	Amount
Underground Storage	Barrels	5,950
Above Ground Storage	Barrels	6,052

MAINTENANCE FACILITIES

Facility	Unit	Amount
Hangars		
Net Aircraft Area	Square feet	123,490
Maintenance Shops	Square feet	53,494
Engine Build-up Shops	Square feet	23,057
Shop, Auto Maintenance	Square feet	14,077
Shop, Ground Powered	Square feet	2,248
Shop, Parachute and Dinghy	Square feet	3,034

STORAGE FACILITIES

Facility	Unit	Amount
Cold Storage	Square feet	6,587
Warehouses	Square feet	80,214
Storage Shed	Square feet	647

VANCE AIR FORCE BASE

ADMINISTRATIVE FACILITIES

Facility	Unit	Amount
Administration, Medical	Square feet	4,843
POL Operations and Administration	Square feet	3,736
Administration, Supply and Issue	Square feet	3,341
Administration Office	Square feet	6,036
Administration Base Supply	Square feet	6,969
Administration Wing Maintenance	Square feet	9,575
Commercial Transportation Facility	Square feet	17,272
Headquarters, Air Police	Square feet	2,394
Headquarters Air Base Group	Square feet	2,810
Headquarters Maintenance and Supply Group	Square feet	1,859
Headquarters Squadron	Square feet	36,213
Headquarters Wing	Square feet	36,101
Reproduction Plant	Square feet	4,790

MEDICAL FACILITIES

Facility	Unit	Amount
Hospital	Bed	90
Dental Clinic	Operating Unit	9

HOUSING FACILITIES

Facility	Unit	Amount
Bachelor Officers Quarters	Man	332
Dormitory/Airman	Man	1,364
Dining Hall/Officer	Man	495
Dining Hall/Airman	Man	2,200
Family Housing, Officer	Family	92
Family Housing, Airman	Family	138

RECREATIONAL -- COMMUNITY SUPPORT FACILITIES

Facility	Unit	Amount
Chapel	Square feet	198
Service Club	Square feet	11,326
Open Mess, Officer	Square feet	20,332
Open Mess, Cadet	Square feet	10,301
Open Mess, NCO	Square feet	13,957
Gym/Field House	Square feet	13,772
Swimming Pools, Officer	Each	1
Swimming Pools, Airman	Each	2
Theater	Seat	272
Base Exchange	Square feet	25,882
Commissary	Square feet	10,872
Bowling Alley	Lanes	6
Store Clothing Sales	Square feet	5,370

WEBB AIR FORCE BASE

FLIGHT FACILITIES

Facility	Length x Width (feet)	Gross Load Capacity for Single Wheel Gear (pounds)	Condition
Runways			
Primary	8,800 x 150	30,000	Good
Parallel	8,140 x 150	70,000	Good

	Area (Square Yard)	Capacity	Condition
Aprons			
Operational	290,000	10,000	Good

	Length (feet)	Type
Airfield Lighting		
Primary Runway	8,800	High Intensity
Parallel Runway	8,800	High Intensity

TRAINING AND OPERATIONS FACILITIES

Facility	Unit	Amount
Base Operations	Square feet	5,784
Base Communications	Square feet	4,024
Academic Classroom	Square feet	25,693
Flight Simulator	Square feet	4,764
Synthetic Trainer	Square feet	7,619
Squadron Operations	Square feet	30,455
Squadron Headquarters	Square feet	8,528
High Altitude Training	Square feet	3,180

AIRCRAFT FUEL FACILITIES

Facility	Unit	Amount
Underground Storage	Barrels	7,735
Above Ground Storage	Barrels	35,000

MAINTENANCE FACILITIES

Facility	Unit	Amount
Hangars		
Net Aircraft Area	Square feet	133,227
Maintenance Shops	Square feet	89,512
Armament and Electronic Shops	Square feet	12,401
Engine Build-up Shops	Square feet	15,873
Jet Test Stand	Each	1
Shelter Weapon Calibration	Square feet	1,797
Shop, Auto Maintenance	Square feet	15,274
Shop, Parachute and Dinghy	Square feet	3,625

WEBB AIR FORCE BASE

Facility	Unit	Amount
Cold Storage	Square feet	20,815
Warehouses	Square feet	80,283
Storage Shed	Square feet	84
Rocket Assembly	Square feet	8,459
Ammunition Storage Igloo	Square feet	1,590

ADMINISTRATIVE FACILITIES

Facility	Unit	Amount
Administration, Medical	Square feet	4,170
POL Operations and Administration	Square feet	827
Administration Supply and Issue	Square feet	2,473
Administration Office	Square feet	38,202
Administration Base Supply	Square feet	6,135
Commercial Transportation Facility	Square feet	4,180
Headquarters Air Police	Square feet	2,003
Headquarters Air Base Group	Square feet	4,264
Headquarters Maintenance and Supply Group	Square feet	1,350
Headquarters Training Group	Square feet	8,414
Headquarters Squadron	Square feet	4,264
Headquarters Wing	Square feet	25,644
Reproduction Plant	Square feet	3,004

MEDICAL FACILITIES

Facility	Unit	Amount
Hospital	Bed	36
Dental Clinic	Operating Unit	9

HOUSING FACILITIES

Facility	Unit	Amount
Bachelor Officers Quarters	Man	301
Dormitory/Airman	Man	1,953
Dining Hall/Officer	Man	500
Dining Hall/Airman	Man	1,400
Family Housing, Officer	Family	189
Family Housing, Airman	Family	276

RECREATIONAL -- COMMUNITY SUPPORT FACILITIES

Facility	Unit	Amount
Chapel	Square feet	300
Service Club	Square feet	12,654
Open Mess, Officer	Square feet	19,969
Open Mess, NCO	Square feet	3,184
Gym/Field House	Square feet	13,392
Swimming Pools, Officer	Each	1
Swimming Pools, Airman	Each	1
Theater	Seats	600
Golf Course	Holes	9
Base Exchange	Square feet	23,863
Commissary	Square feet	11,798
Bowling Alley	Lanes	6
Store Clothing Sales	Square feet	6,000

WILLIAMS AIR FORCE BASE

FLIGHT FACILITIES

Facility	Length x Width (feet)	Gross Load Capacity for Single Wheel Gear (pounds)	Condition
Runways			
Primary	10,200 x 150	25,000	Good
Parallel	10,400 x 150	25,000	Good
	Area (Square Yard)	**Capacity**	**Condition**
Aprons			
Operational	227,397	7,500	Good
Transient and Base Flight	43,333	7,500	Fair
	Length (feet)	**Type**	
Airfield Lighting			
Primary Runway	10,200	Medium Intensity	
Primary Approach	2,600	High Intensity	
Parallel Runway	10,200	Medium Intensity	

TRAINING AND OPERATIONS FACILITIES

Facility	Unit	Amount
Base Operations	Square feet	8,658
Base Communications	Square feet	2,433
Academic Classrooms	Square feet	34,170
Flight Simulator	Square feet	13,383
Synthetic Trainer	Square feet	9,403
Squadron Operations	Square feet	24,394
High Altitude Training	Square feet	3,282

AIRCRAFT FUEL FACILITIES

Facility	Unit	Amount
Underground Storage	Barrels	9,806
Above Ground Storage	Barrels	30,000

MAINTENANCE FACILITIES

Facility	Unit	Amount
Hangars		
Net Aircraft Area	Square feet	123,333
Maintenance Shops	Square feet	77,387
Armament and Electronic Shops	Square feet	6,056
Engine Build-up Shops	Square feet	45,467
Jet Test Stand	Each	2
Shop, Auto Maintenance	Square feet	17,000
Shop, Ground Powered Equipment	Square feet	2,450
Shop, Parachute and Dinghy	Square feet	4,329

WILLIAMS AIR FORCE BASE

STORAGE FACILITIES

Facility	Unit	Amount
Cold Storage	Square feet	4,270
Warehouses	Square feet	107,837
Ammunition	Square feet	6,492
Rocket Assembly	Square feet	2,319
Segregated Magazine	Square feet	540
Ammunition Storage Igloo	Each	2

ADMINISTRATIVE FACILITIES

Facility	Unit	Amount
Administration, Medical	Square feet	1,563
POL Operations and Administration	Square feet	4,043
Administration Base Supply	Square feet	9,637
Administration Wing Maintenance	Square feet	6,394
Commercial Transportation Facility	Square feet	1,070
Headquarters Unit Air Police	Square feet	3,510
Headquarters Group Air Base	Square feet	4,031
Headquarters Group Maintenance and Supply	Square feet	6,207
Headquarters Group Training	Square feet	9,338
Headquarters Squadron	Square feet	33,622
Headquarters Wing	Square feet	47,026

MEDICAL FACILITIES

Facility	Unit	Amount
Hospital	Bed	117
Dental Clinic	Operating Unit	11

HOUSING FACILITIES

Facility	Unit	Amount
Bachelor Officers Quarters	Man	113
Dormitory/Cadet	Man	331
Dormitory/Airman	Man	1,666
Dining Hall/Officer	Man	750
Dining Hall/Airman	Man	2,200
Family Housing, Officer	Family	210
Family Housing, Airman	Family	524

WILLIAMS AIR FORCE BASE

RECREATIONAL -- COMMUNITY SUPPORT FACILITIES

Facility	Unit	Amount
Chapel	Seat	544
Service Club	Square feet	16,047
Open Mess, Officer	Square feet	15,321
Open Mess, NCO	Square feet	9,847
Gym/Field House	Square feet	13,609
Swimming Pools, Officer	Each	2
Swimming Pools, Airman	Each	1
Theater	Seat	874
Golf Course	Holes	9
Base Exchange	Square feet	14,576
Commissary	Square feet	13,604
Bowling Alley	Lanes	6
Store, Clothing Sales	Square feet	4,800

RAINBRIDGE AIR BASE, GEORGIA
(Contract Flying School)

FLIGHT FACILITIES

	Length x Width (feet)	Capacity	Condition
Runways			
2 Primary	5100 x 150	Light Duty	Usable
2 Parallel	5000 x 150	Light Duty	Usable
1 Diagonal	5000 x 150	Light Duty	Usable
	Area (Square Yards)		
Aprons	260,000	Light Duty	Usable
	Length (feet)	**Type**	
Airfield Lighting			
2 Primary	10,000	Medium Intensity	
2 Parallel	10,000	Medium Intensity	

OPERATIONS AND TRAINING FACILITIES

	Unit	Amount
Academic Buildings	Square feet	15,944
Base Operations	"	4,779
Security and Photo Labratory	"	2,150
Fire Station	"	8,985
Synthetic Trainer	"	5,943
Control Tower	"	245
Squadron Operations Briefing Buildings	"	22,000

AVIATION AND VEHICULAR FUEL STORAGE

	Unit	Amount
Aviation fuel	Barrels	13,520
Vehicular Fuel	"	71

MAINTENANCE FACILITY

	Unit	Amount
Hangars	Square feet	67,305
Engine Build-up Shop	"	13,712
Engine Test Stand	"	2,000
Ground Powered Equipment Shop	"	4,500
Parachute Shop	"	1,572
Other Miscellaneous Shops	"	36,238

HOUSING FACILITIES

	Unit	Amount
Bachelor Officers Quarters	Spaces	308
Dining Hall	Square feet	11,470

BAINBRIDGE AIR BASE, GEORGIA

	Unit	Amount
STORAGE WAREHOUSING	Square feet	32,835
COMMUNITY SUPPORT		
	Unit	Amount
Cadet Club	Square feet	5,880
Chapel and Annex	"	3,450
Post Office & Sales Store	"	5,250
Cadet Pool	Each	1
Gymnasium	Square feet	15,094
Line Canteen	"	1,673
Service Station and Wash Shed	"	1,260
Officers Club	"	16,582
Snack Bar	"	160
Hobby Shop	"	10,009
Officers Pool	Each	1
Golf Club House	"	600
Nursery	"	800
Theater	""	2,218
Golf Course	Hole	9
Bowling Alley	Lanes	4
	Unit	Amount
ADMINISTRATIVE SPACE	Square feet	23,354
MEDICAL FACILITY		
	Unit	Amount
Dispensary	Square feet	5,880

BARTOW AIR BASE, FLORIDA
(Contract Flying Schools)

FLIGHT FACILITIES

	Length x Width (feet)	Capacity	Condition
Runways			
1 Primary	5100 x 150	Heavy duty	Usable
1 Parallel	5000 x 150	Heavy duty	Usable
2 Diagonal	5000 x 150	Heavy duty	Usable
	Area (Square Yards)		
Aprons	120,000	Heavy duty	Usable
	Length (feet)	Type	
Airfield Lighting			
1 Runway	5,100	Medium Intensity	
3 Runways	15,000	Medium Intensity	

TRAINING AND OPERATIONS FACILITIES

	Unit	Amount
Academic Building	Square feet	31,616
Base Operations & Control Tower	"	5,300
Fire Station	"	8,200
Synthetic Trainer	"	6,000
Squadron Operations Briefing	"	19,992
Photo Laboratory	"	640
Parachute Shop	"	5,280
Telephone	"	640

AVIATION AND VEHICULAR FUEL STORAGE

	Unit	Amount
Aviation Fuel	Barrels	13,570
Vehicular Fuel	"	50

MAINTENANCE FACILITIES

	Unit	Amount
Hangars	Square feet	48,550
Maintenance Docks	"	8,120
Radio Shop	"	800
Engine Build-up Shop	"	4,300
Engine Test Stand	"	1,457
Parachute Shop	"	5,200
Paint Shop	"	2,000
Automotive Maintenance	"	7,120

BARTOW AIR BASE, FLORIDA

HOUSING	Unit	Amount
Bachelor Officers Quarters	Spaces	320
Dining Hall	Square feet	11,478

STORAGE FACILITIES	Unit	Amount
Warehousing	Square feet	75,000
Cold Storage	"	1,350

COMMUNITY SUPPORT	Unit	Amount
Theater	Square feet	4,660
Chapel and Annex	"	3,740
Cafeteria and Sales Store	"	5,500
Post Office, Barber Shop, Laundry	"	1,600
Officers Club	"	10,000
Officers Swimming Pool	Each	1
Golf Course	Holes	9
Hobby Shop	Square feet	3,160

ADMINISTRATIVE SPACE	Unit	Amount
	Square feet	6,400

MEDICAL FACILITIES	Unit	Amount
Dispensary	Square feet	6,200

GRAHAM AIR BASE, FLORIDA
(Contract Flying School)

FLIGHT FACILITIES

	Length x Width (feet)	Capacity	Condition
Runways			
2 Primary	5000 x 300	Light Duty	Usable
2 Parallel	3000 x 150	Light Duty	Usable
1 Diagonal	5000 x 300	Light Duty	Usable
1 Diagonal	5000 x 150	Light Duty	Usable
	Area (Square Yards)		
Aprons	234,666	Light Duty	Usable
	Length (feet)	**Type**	
Airfield Lighting			
4 Runways	20,000	Medium Intensity	

OPERATIONS AND TRAINING FACILITIES

	Unit	Amount
Academic Building	Square feet	12,000
Base Operations & Control Tower	"	9,200
On Job Training Classroom	"	660
Fire Station	"	8,100
Synthetic Trainer	"	7,500
Pilot Instructor Classroom	"	660
Squadron Operations Briefing Building	"	28,500

AVIATION FUEL

	Unit	Amount
Aviation Fuel	Barrels	16,361

MAINTENANCE FACILITIES

	Unit	Amount
Aircraft Maintenance Facility	Square feet	113,466
Engine Test Cell	"	1,200
Parachute Shop	"	1,780
Automotive Maintenance	"	13,000
Ground Powered Equipment Shop	"	2,800
Base Maintenance Shops	"	12,666

HOUSING

	Unit	Amount
Bachelor Officers Quarters	Spaces	132
Cadet	"	270
Dining Hall	"	19,566

GRAHAM AIR BASE, FLORIDA

STORAGE FACILITIES - WAREHOUSING

	Unit	Amount
Pyrotechnics	Square feet	144

COMMUNITY SUPPORT

	Unit	Amount
Athletic Building	Square feet	13,610
Athletic Equipment Building	"	800
Post Office and Laundry	"	11,000
Officers' Club	"	6,500
Cadet Club	"	8,800
Chapel and Annex	"	5,700
Hobby Shop	"	6,600
Tennis Courts	"	14,400
Swim Pools	Each	2
Golf Course	Hole	9
Auto Service Station	Square feet	1,000
Theater	"	6,000
Bowling Alley	Lanes	4

	Unit	Amount
ADMINISTRATION SPACE	Square feet	21,938

MEDICAL FACILITY

	Unit	Amount
Dispensary	Square feet	5,400

MALDEN AIR BASE, MISSOURI
(Contract Flying School)

FLIGHT FACILITIES

	Length x Width (feet	Capacity	Condition
Runways			
2 Primary	5000 x 150	Light Duty	Usable
2 Parallel	3000 x 150	Light Duty	Usable
1 Diagonal	5000 x 150	Light Duty	Usable
	Area (Square Yards)		
Aprons	155,499	Light Duty	Usable
	Length (feet)	Type	
Airfield Lighting			
3 Runways	15,000	Medium Intensity	

TRAINING AND OPERATIONS FACILITIES

	Unit	Amount
Academic Buildings	Square Feet	15,200
Base Operation Building	Square Feet	4,992
Fire Station	Square Feet	8,200
Synthetic Trainer	Square Feet	8,657
Control Tower	Square Feet	770
Squadron Operations Briefing Buildings	Square Feet	18,480

AVIATION AND VEHICULAR FUEL STORAGE

	Unit	Amount
Aviation Fuel	Barrels	5,874
Vehicular Fuel	Barrels	280

MAINTENANCE FACILITIES

	Unit	Amount
Hangers	Square Feet	78,242
Aircraft Maintenance Shops	Square Feet	10,222
Ground Powered Equipment Shops	Square Feet	4,800
Parachute Shop	Square Feet	3,418
Automotive Maintenance	Square Feet	2,945
Base Maintenance Shops	Square Feet	8,187

HOUSING FACILITIES

	Unit	Amount
Student Officers and Bachelor Officers Quarters	Spaces	320
Dining Hall	Square Feet	10,376

MALDEN AIR BASE, MISSOURI

STORAGE WAREHOUSING	Unit	Amount
	Square Feet	77,280

COMMUNITY SUPPORT	Unit	Amount
Base Theater	Square Feet	8,600
Service Center	Square Feet	7,860
Canteen	Square Feet	2,000
Gymnasium	Square Feet	10,880
Hobby Shop	Square Feet	11,124
Swimming Pool	Each	1
Tennis Court	Square Feet	9,700
Chapel and Annex	Square Feet	8,463
Service Station	Square Feet	192
Officers Club	Square Feet	7,416
Golf Course	Each	1

ADMINISTRATIVE SPACE	Unit	Amount
	Square Feet	11,290

MEDICAL FACILITY	Unit	Amount
Dispensary	Square Feet	6,580

SPENCE AIR BASE, GEORGIA
(Contract Flying School)

FLIGHT FACILITIES

	Length x Width (feet)	Capacity	Condition
Runways			
1 Primary	5000 x 300	Light Duty	Usable
3 Diagonal	5000 x 300	Light Duty	Usable
	Area (Square Yards)		
Aprons	132,800	Light duty	Usable
	Length (feet)	Type	
Airfield Lighting			
3 Runways	15,000	Medium Intensity	

TRAINING AND OPERATIONS FACILITIES

	Unit	Amount
Academic Buildings	Square feet	18,445
Base Operation Building & Control Tower	"	9,095
Security Office	"	2,000
Fire Station	"	1,630
Synthetic Trainer	"	6,324
Squadron Operations Briefing Building	"	20,736

AVIATION AND VEHICULAR FUEL STORAGE

	Unit	Amount
Aviation Fuel	Barrels	5,950
Vehicular Fuel	"	225

MAINTENANCE FACILITIES

	Unit	Amount
Aircraft Maintenance Facility	Square feet	53,000
Engine Test Stand	"	1,127
Parachute Shop	"	3,731
Automotive Maintenance	"	7,328
Base Maintenance Shops	"	6,357

HOUSING FACILITIES

	Unit	Amount
Bachelor Officers Quarters	Spaces	96
Cadets	"	300
Dining Hall	Square feet	10,413

SPENCE AIR BASE, GEORGIA

	Unit	Amount
STORAGE WAREHOUSING	Square feet	45,285
COMMUNITY SUPPORT		
	Unit	Amount
Cadet Club	Square feet	14,560
Cafeteria & Sales Store	"	6,515
Base Theater	"	3,788
Chapel and Annex	"	4,549
Officers Club	"	16,796
Hobby Shops	"	11,667
Golf Course	Holes	9
Gymnasium	Square feet	11,200
Swimming Pools	Each	2
Bowling Alley	Lanes	6
ADMINISTRATIVE SPACE	Square feet	8,623
	Unit	Amount
MEDICAL FACILITY	Square feet	5,488

MISSION CHANGE COSTS

The following tabulation summarizes the $15,089,000 mission change costs which will be required for the change to the combined training concept. Under the caption "Other Operation and Maintenance Costs" provision is made for closing the current primary schools as well as phasing in both primary and basic training at the combined training bases.

Base	P-449 Major Repairs	Other Operation and Maintenance Costs	Military Construction
Bainbridge	-0-	$ 790,000	-0-
Bartow	-0-	790,000	-0-
Graham	-0-	790,000	-0-
Malden	-0-	-0-	-0-
Moore	-0-	790,000	-0-
Spence	-0-	790,000	-0-
Craig	$ 208,000	325,000	$ 241,600
Reese	384,500	325,000	260,800
Vance	363,600	625,000	59,900
Webb	344,700	325,000	84,000
Laredo	-0-	275,000	-0-
Base X	340,000	325,000	750,000
Moody	1,888,500	765,000	1,707,300
Williams	981,100	275,000	9,200
Greenville	-0-	275,000	-0-
Total	$ 4,510,400	$ 7,465,000	$ 3,112,800

BENEFIT DERIVED FROM INCREASED FLYING BY INSTRUCTORS

Mr. SIKES. You have stated that the added experience that the Air Force pilots would gain by the anticipated additional 240,000 hours of jet flying is a significant gain for the Air Force, and I can understand that. But, is it not true that the added cost of the proposed program would buy for the Air Force a great deal more than this number of hours of pure pilot flying time on the T–37?

General HOPWOOD. No, sir; not in my opinion, unless we bought some more T–37's. When you are then forced to put this flying time in the aircraft available in the inventory, you immediately get into a much higher per hour flying cost category and you are running into the situation where you do not have the aircraft to begin with.

The other feature is that dual flying is not a liability. It is an asset, because this instructor is learning from the mistakes of others and he is building judgment as an instructor at a rate faster than he would build it almost anywhere else.

Mr. SIKES. Will you check your answer against this other available information for the record?

General HOPWOOD. Yes, sir.

(The matter referred to follows:)

The 240,000 hours of jet flying seasoning per year is considered an additional benefit that can be derived from the consolidated training concept. This is the total annual flying time estimated for the 600 Air Force pilots who would be connected with the primary pilot training program. The great majority of the time flown would be as instructor pilots. Air Force experience shows that instructor pilot time, particularly in the undergraduate pilot training program, gives invaluable seasoning to the instructor.

The additional costs of the consolidated training concept total $15,089,000 on a one-time basis. The annual cost of 240,000 T–37 flying hours, i.e., fuel and maintenance, would total approximately $13,920,000. Therefore, it is true that on a 1-year basis the proposed program would provide for more than 240,000 T–37 flying hours. However, this would not be true in subsequent years since the $15,089,000 is not a repetitive cost.

EARLIER PLANS TO CONVERT BASIC TRAINING TO CONTRACT SCHOOLS

Mr. SIKES. Is it not true that the Air Force indicated in testimony earlier this year a possibility that basic training also would be converted to contract training in addition to the primary training now done as contract training?

General FRIEDMAN. Yes, sir; with the exception that flight instruction would be by military pilots. At the time we appeared, I believe I testified to the effect that when we initially drew up the President's budget it was contemplated that two basic training schools were then considered for contract. I pointed out that since that time a decision had been made to proceed at only one base—Vance Air Force Base—to go on a contract basis as a test arrangement.

I should also like to point out, Mr. Sikes, that at the time we testified in this specific regard we did indicate that there were several alternatives then under consideration and that a decision as to which way we would go was not then clear.

Mr. GARLOCK. Mr. Sikes, you will remember, in the presentation, General Hopwood indicated that this study to make the change started while General Smith was still in command of the Air Training Com-

mand. So, this is a problem that the Air Force has been working on for some time and, of course, a whole variety of things were put up and tested and checked out until we found what we thought was the best answer.

Mr. SIKES. But the specific answers to the questions were that it appeared that you would begin to operate contract schools in basic training rather than to cancel contract training in primary schools?

General FRIEDMAN. I will agree that that was the tenor of the testimony at that time.

Mr. SIKES. The record, I think, is clear on it.

Is it not true that the Air Force indicated in testimony to this committee during those same recent hearings that no change in flying training was programed other than the closing of the Missouri school, which was stated in an off-the-record discussion to be surplus to pilot training requirements?

General FRIEDMAN. That is correct, sir, for primary training. I think that I did indicate that there was some consideration being given the possibility——

Mr. SIKES. You said studies were continuing?

General FRIEDMAN. That is right, sir.

Mr. SIKES. But, the answers left the clear inference, as I interpret the answers—and we can show them in the record—that the Air Force did not plan to change from contract primary training.

General FRIEDMAN. I can readily see that the testimony would leave you with that conclusion, Mr. Sikes. I would like to point out, however, that when we were talking about contracting, insofar as the basic schools were concerned, we were talking about the contracting of the base operation and not contracting the pilot training. We made it quite clear that we intended in those instances to perform the training with military instructors.

Mr. SIKES. Off the record.

(Discussion off the record.)

I would like your answer to be clear. You have discussed two types of schools. My question was with reference to the present contract training at the primary schools and your answer was expanded to include the proposed contract training at basic schools; is that correct?

General FRIEDMAN. That is correct, sir. As regards the primary schools, I indicated that there was no change contemplated in the contract operation at that time.

NOTIFICATION OF MEMBERS OF CONGRESS OF CANCELLATION OF CONTRACT TRAINING

Mr. SIKES. Now, the decision to cancel contract training was announced to Congress and to the public simultaneously last Friday at 1 o'clock.

Why was this sudden reversal of a major policy adopted without discussions with the committees of Congress who had for all intents and purposes approved a continuation of the present training program following Air Force budget presentation a short time ago?

General FRIEDMAN. That is a rather difficult one to answer, Mr. Sikes. Perhaps, the best we can say is that we were remiss in not having made the presentation which we made today prior to the announce-

ment, because we were well aware of the interest of this committee in anything as significant as this kind of change in program is.

Mr. SIKES. Had there been prior discussions of this proposed change with any Congressmen or Senators to apprise them of what was taking place?

General FRIEDMAN. There was, sir.

Mr. GARLOCK. I would like to make the record clear: Some of them were advised some short time prior to this hour as to what the decision was. It was not discussed with them on the basis of whether or not it should be done, Mr. Sikes.

Mr. SIKES. Some Members of Congress were advised earlier, but there was not a discussion of the merits of the procedure? Is that what you said?

Mr. GARLOCK. Well, the discussion was along the line of advising them what our decision was. I was not at the meeting, so, I cannot quote exactly, but the tenor, as I understand it from our legislative liaison, is that it was a kind of advising as to what the Air Force was going to do. The decision had been made.

Mr. SIKES. Were those Congressmen directly affected by this decision?

Mr. GARLOCK. Yes, I think most of them were.

Mr. ANDREWS. May I ask a question at that point?

Mr. SIKES. Yes, sir.

Mr. ANDREWS. Did you advise with them or just notify them, Mr. Secretary?

Mr. GARLOCK. That is the point I want to make, Mr. Andrews. That this was advice as to what we were going to do. It was similar to the announcement which was put out last week on some new missile bases. We announced it, and the Senators and Congressmen from the districts where they were going to be located did know this some short time in advance. But, it was a case of discussing it in either case—as advice. The actions were our responsibility and our decision.

Mr. MAHON. Will you yield to me at that point, Mr. Sikes?

Mr. SIKES. Yes, sir.

Mr. MAHON. Of course, I would like to say for the record that I think the Air Force blundered in not notifying all members that the contract schools in their districts were scheduled for closing, and I assume that you agree they should have been notified?

General FRIEDMAN. They certainly should have, and I must say it was established that they would be notified and, as I say, there was a lack of understanding.

Mr. MAHON. There was a lack of understanding?

General FRIEDMAN. There was a lack of understanding; yes, sir, between General Musgrave and myself as to who was going to contact the members. There was no intent whatsoever not to inform all concerned.

Mr. MAHON. I would say for the record——

Mr. GARLOCK. Off the record.

(Discussion off the record.)

NOTIFICATION OF APPROPRIATIONS COMMITTEE

Mr. RILEY. Mr. Chairman, I think the proposition is considerably broader than notifying any particular Congressman. It strikes me

that this committee should have been consulted where you have a policy that you are going to abandon millions of dollars worth of facilities that we have paid for and expend additional millions. I did not know anythink about this thing until this morning. This whole thing was sprung on me all of a sudden. We have to provide them money for these things and when you abandon facilities costing millions of dollars and expend further millions, I just do not see any excuse for not consulting this committee.

Mr. GARLOCK. Mr. Riley, in this particular case the basic decision which would cause the abandonment of some substantial amount of facilities was a decision on the basis of the Air Force structure to go to 1,500 pilots. Now, we are going to 1,500 pilots and we just cannot keep all the bases that we had. We had no use for 12 bases. So, the structure had to come down.

Then, the question was what was the best arrangement to make, and as he pointed out in the briefing, when the training more or less gets down to where the Air Force can handle it with military personnel, this is what is always done. We have come back to that type of training. So, as soon as you decide you are only going to have 1,500 pilots to train, you had to have fewer bases. So, the real decision to——

Mr. RILEY. The Air Force justified this program, and if they do not need all of these bases they could abandon some of them or discontinue some of them. That would appear to me to be more reasonable than to just wipe out the whole program and start something new at additional cost. It does not strike me as being very practical.

Mr. MAHON. I think there is a lot of food for thought in what Mr. Riley has said, but I think the record, Mr. Riley, will have to show that the Navy canceled the $500 million SEAMASTER program without consulting this committee and asking us for advice.

That the Navy canceled the REGULUS II program involving many millions of dollars, that the Air Force canceled the F–108 fighter and practically canceled the B–70, and that the Boron fuel program running into many millions of dollars was likewise canceled without consultation with this committee.

The issue here applies defensewide and it may be that this committee should be consulted before decisions are made with respect to these kinds of things. I think it has not been true in the past when bases have been closed or when programs have been canceled that we have been consulted. I think you are well aware of that situation and I agree that it does not sound too sensible.

Mr. RILEY. I think they are in the same category that the Air Force finds itself with this difference: This program was justified just a few weeks ago before this committee.

Mr. ANDREWS. May I ask one question?

Mr. MAHON. Yes.

Mr. ANDREWS. Mr. Secretary, in line with the request made by Mr. Whitten, can you tell me offhand whether or not any of these new bases that will be used for training have been marked for closing?

Mr. GARLOCK. Well, the whole base problem was under study and the exact future utilization of one or more of them was indeterminate. When a program of this kind was being redone all of the bases in the Air Force had to be looked at and bases that had been originally built

and designed for training, and which were well equipped, obviously had to be considered whether their particular future was nailed down or not.

I think when we answer Mr. Whitten's case, you will see that the bases we are keeping are high quality bases.

Mr. SIKES. In that immediate connection, in response to the question brought up by Mr. Andrews, is it not true that this committee has generally been given to understand over a period of years that there would be no future requirement, or no programed need for both Moody and Williams?

Mr. GARLOCK. I would not want to say what the committee felt. I would say that both Moody and Williams are bases that, with the reductions in the program, were among those that did not have a program stretched out for them for the next 20 years. When you look at Williams and Moody and look at the good flying conditions, good bases, and what can be accomplished there, I would hope that the committee would concur that they were reasonable selections.

Mr. SIKES. But there would have been no programed future needs for either Williams or Moody if there had not been a change in the primary training program?

Mr. GARLOCK. Mr. Sikes, I do not think that is quite the way it was approached. The first decision made was that we were going to this other kind of training and then the question was, where, within existing Air Force resources, are the best places to conduct this training without a lot of extra cost?

The Air Force looked at a lot of combinations. We could have moved people around and done a lot of things. Believe me, there were a lot of suggestions but on the basis that the decision was made that this is the kind of training we are going to do, we came up with the answer that these bases are the best places to do it, considering the utilization of other facilities and other units. So, it was a case where the process of decision is in two steps; first, that you are going into an all-military training program and do the whole three-step job at one place. The next question is, where do you do it? Obviously, you consider bases that are available.

Mr. MAHON. Mr. Sikes, may I interrupt?

I am not quite clear about this testimony and I wish you would, insofar as possible, lay this thing on the line. I know of cases where you have announced the closing of bases and closed them and then reopened them for some purpose you thought was desirable. I know of places where you have announced the closing of bases and then you have decided for some reason, good or bad, political or nonpolitical, to reopen them.

I do not see any reason why there should be any hesitation to say precisely what the picture really is. There is certainly no disgrace in closing a base if it needs to be closed and no disgrace in changing your mind before it is actually closed, if it is in the best interests of defense and the taxpayer. It is no disgrace to close a base and keep it closed for 1 year, or 10 years, and then reopen it if it is in the best interests of national defense.

I think we want to make clear what the facts are that Mr. Sikes is trying to get at.

Mr. GARLOCK. What I am trying to do is to show that when you agree on the first step—that we are going into an all-military instructor system—you then have to ask, Where can you do this training? Where can you do it and, preferably, do it within the resources that you have?

On that basis, we came up with that decision and we then came up with this complex of bases as to what we considered most advantageous to the Air Force and to the Government as a whole.

Mr. SIKES. But at this time is it not true that other than for the changed primary training program, there would be no future requirements known to the Air Force for Moody or Williams?

Mr. GARLOCK. Mr. Sikes, I would not make that statement about any base in the Air Force.

Mr. SIKES. What is the requirement in the Air Force as of this moment for Moody and Williams, other than for primary training?

Mr. GARLOCK. When they have been assigned to the primary training, that occupies the base and there is no particular reason for looking for another one.

Mr. SIKES. What contemplated use, if any, was there for Moody and Williams prior to the decision to use them for primary training?

Mr. GARLOCK. It was then indeterminate, just the same; if you will ask me about any base that SAC is on, what is the plan to use that base if SAC moves out? There is not any plan to use it if SAC moves out because they are there. We have some B-47 bases that are going to be closed, too.

Mr. SIKES. That is all, Mr. Chairman.

General HOPWOOD. May I add just a comment?

Mr. SIKES. Surely.

General HOPWOOD. From where I sat as the director of training I had the somewhat bloody end of the stick because we had to get a program set up. There was a great deal of sober debate in the Air Force as to whether we could afford to go to a 1,500-pilot training program. This was the key to the whole solution. As long as we had to train substantially at a 3,000 rate, we were compelled to stay with this contract primary, military basic situation, because we did not have the resources to run an all-military program. When the 1,500 rate was finally accepted, with reluctance by some of us, then for the first time it became possible to look at this consolidated program and General Briggs, commander of the training command when he came here in mid-December, bright eyed, said, "Can we hold with it?"

Everybody likes Williams as a training base and people like Moody for the same reason. It was originally designed for training. It is compact. It was designed by training people to do training work.

Mr. SIKES. But at the time you came up with this new use for both, you had no immediate projected requirement beyond 1962 or 1963?

General HOPWOOD. I am not in the base-unit business but I know, as director of training, that when I went down and asked what bases are available for me to consider, they said that there is a whole complex of bases. They asked, "What base suits you best?"

I would prefer, for example, to have Williams or Moody than one of the much larger Strategic Air Command bases designed for two wings, because I could not afford to run it.

Mr. MAHON. Thank you very much, gentlemen.
We shall recess until 2 o'clock.

AFTERNOON SESSION

Mr. MAHON. The committee will come to order. We shall resume the hearing.

This morning we had a presentation by the Air Force in regard to some changes in the operation of Air Force training bases. That hearing will continue this afternoon, but prior to the continuation of the hearing we want to hear some of the people who had appeared this morning for the purpose of of assisting the committee in regard to the hearing.

Mr. Kilgore, we are pleased to have you with us. As you know, we have convened today for the purpose of getting a briefing on some of the modified plans of the Air Force with respect to training.

I know of your longstanding interest in defense and of your distinguished service as a pilot in World War II as well as your fine contribution throughout your period of service here in the field of national defense. Much of my work is in this field and I happen to know of your helpful efforts in various fields of defense endeavor.

Naturally, we are pleased and honored to have you before the committee and we would like for you to make any presentation you might desire. It is my understanding that a contract base in your congressional district is involved in this modification of Air Force base plans, and naturally you have a very proper interest, not only from the standpoint of national defense, but from the standpoint of the economic aspects of your congressional district which may be involved here.

We are very pleased to hear you make any presentation you like.

STATEMENT OF REPRESENTATIVE JOE M. KILGORE, TEXAS

Mr. KILGORE. I thank the chairman for his generous remarks, as well as for this opportunity.

The chairman is certainly correct that the application of this order does have a very substantial effect on my district; first, because one of the five contract schools which will be closed is located in my district. In addition, one of the basic schools which is located in my district, and now operated by the Air Force is not listed as one of those at this point chosen for continued operation.

Both of those factors would arouse my considerable interest because of the economic impact the closing would have.

I would have to say in all frankness and honesty to the committee that if my interest were solely in those bases, I would be wasting the committee's time, as well as my time, in coming before you. I think there are factors here that are significant and factors that were touched on this morning. I am sure that the committee will look into those further this afternoon.

I was particularly interested in Mr. Sheppard's inquiry into the construction cost programed in the future for this modification and change. I think it is a matter of serious concern to the committee and to the Congress as a whole. I would assume that the cost estimates of some $3.3 million for construction money anticipated to carry out this change would include the factor of the cost of the special

soundproofing that is required on flight line installations with the T–37. I think everyone recognizes it has a uniquely pitched whine in its jet engine, and bases that are soundproofed for handling the Century Series fighters require special soundproofing in order that this airplane may be used. I would assume that those items are included. If not, the committee would want to see that they are included.

The presentation brought to my mind some questions which I would hope the committee will see fit to inquire further into. As I understand the comparison offered the committee on costs, the cost comparison was that of the present fiscal year 1960, where the base complex of six contract primary schools and six basic schools was compared to fiscal year 1963 projected program of six or seven—seven I believe—combined schools.

I would think that a proper comparison would be that of four contract primary schools and four Air Force operated basic schools in fiscal year 1963, which I understood to be the number of schools required to maintain the same approximate pilot level of 1,500 per year. Without attempting any expertness in fiscal matters, I think that it would be a fairly good rule of thumb, since we would be talking about 8 bases, instead of 12, in fiscal year 1960, and maybe we ought to reduce those figures by one-third the cost.

Mr. MAHON. Let me see if I follow you.

Under the present situation, we have how many basic schools, six?

Mr. KILGORE. And six contract primary.

Mr. MAHON. That makes 12?

Mr. KILGORE. Right.

Mr. MAHON. You are projecting for 1963, regardless of what happens with respect to contract schools, and particularly contract schools continued, that there would be four contract and four other, and a discontinuation of four basic schools?

Mr. KILGORE. That is right; two contract schools, one of which has already been programed for closing and two basic schools.

Mr. MAHON. You would close two basic schools and one additional contract school?

Mr. KILGORE. I would say that is merely my informal understanding of what would be required in the nature of Air Force bases to accomplish a pilot training level of 1,500 per year; so I know that there is no intention on the part of anybody to mislead the committee, because the chart very clearly indicated that one of them is for fiscal year 1960 and the other is a projected chart for a 1,500 level program in fiscal year 1963.

Mr. MAHON. I assume that your point is that the Air Force could take four contract schools and four basic schools, closing the necessary number of schools to get to that number, and carry out the training program on that basis?

Mr. KILGORE. Yes, sir; I think that is true.

Just in a rough application of that closing of one-third of the schools, it would look to me like that instead of $110 million-plus being the cost, that should be applied to the continued operation of contract primary schools and basic schools, and that ought to be reduced by about a third to some $73 million.

That figure then would be the figure that you would compare to the projected costs of $92 million in the changed program.

I would think the same thing would apply equally to the manpower figures. Instead of using manpower for fiscal year 1960 on 12 bases, I would assume on 8 bases, as a rough rule of thumb, up or down some, that ought to be reduced to 12,000, one-third taken away. That is compared to a projected manpower requirement of 14,500 in this projected program.

I know that the committee would want to inquire into those fields particularly, and I think the committee would be interested in inquiring into the operating costs per hour of the T–37. I do not think anyone would raise any question but what the benefit to the Air Force in getting that 240,000 hours of jet flying time into it is certainly a factor. My informal information is that the out-of-pocket cost of flying the T–37 is about $35 an hour; and if you take those 240,000 hours of jet flying, that represents actually about half that many airplane hours because those are dual hours.

In order to give Air Force personnel that amount of flying experience, you could do it with 120,000 flying hours. You have two people in the airplane as you have in the training program and the out-of-pocket costs of that 120,000-flying-hour figure would be, I would take it, somewhere in the vicinity of $4.5 million annually.

Admittedly, there are more complicating factors. You would have to buy some additional airplanes perhaps, in order to have that kind flying time available, so that I do not wish to attempt to oversimplify the matter and make something appear to be what it is not. As to the matter of cost and affording this training to the Air Force, it seemed to me that this can be viewed logically and reasonably from a little different standpoint. It may well be that the additional cost of this program could buy for the Air Force that much or more flying time.

Admittedly, if that flight time were bought in airplanes that cost a lot more to operate, then it would not be true, but certainly I would assume, there again, there would be no reason to compare apples and oranges.

We could talk about the flight time in this particular type of airplane and I certainly recognize that the Air Force has an in-house competence and capability to carry on a flight training program on the primary level as well as the basic. I do think, as was pointed out this morning, the prior studies made by the Stanford Research Institute for the Army and Heller & Associates for the Navy, and the experience of the Air Force itself, all clearly indicate that the contract program has been an efficient program dollarwise, and has certainly trained competent pilots.

I do not know what it will cost the Air Force to take 200 of its fresh graduates each year and upgrade them to where they are of instructor caliber. Certainly, a man does not step out of flying school and become an instructor without having had some additional experience. That is an additional cost which I think would have to be taken into consideration. Then there is the motivation discussed this morning of an Air Force officer wanting to be certain that the student he turns out is a man in whom he would have complete confidence as a copilot or wingman. That is valid. At the same time, I think it should be pointed out that, only on a 3-year rotational basis, I know of no way that men of equal competence could be qualified in the field of instruction as would be these civilian contract instructors who have

been in this business, in the main, since World War II, and some of them before World War II, some of them trained by the Air Force during World War II, and in the program since it was reactivated, whenever it was, 6, 7, or 8 years ago.

It would seem to me that in the process of experience and elimination of those who are not the most competent, that there would have been collected a pool of competent instructors that you probably could not replace on a 3-year rotational basis despite the fact that you would haveinstructors who would admittedly be competent; but if you make a direct comparison, I do not know how you could expect those with less experience to be more competent than those with more experience.

I think these are fields the committee would certainly be interested in looking into. I have the utmost confidence in this committee and its membership and, for that matter, in the Air Force. I raise no question here about the very best efforts on the part of the Air Force to make a decision in the interests of national defense, but I have very serious doubts about whether they have made the correct decision.

I would not seek to qualify myself as an expert in the flight training field. I did undergo pilot training just before and in the early part of World War II. I went through primary training in a contract flight school and then I had basic and advanced training by the Air Force. I had competent instructors all the way. Maybe because it was the first instructor and maybe because it was a new field and maybe it was not, but my primary instructor is the man I remember. He is the man, I think, who taught me a great deal more about flying than did anybody else. I do not recite that as a basis for making a decision affecting this entire program, but I do know there has been a great deal of competence and certainly must still be in that field.

I thank the committee for allowing me this generous time and I appreciate any further inquiry you see fit to make into this very significant field. The people I represent naturally are equally appreciative.

Mr. MAHON. The people you represent are well represented, Mr. Kilgore, and you made a very interesting and helpful statement. On behalf of the committee, I want to thank you.

Mr. KILGORE. Thank you, Mr. Chairman.

Mr. SIKES. May I say, Mr. Chairman, that I think Mr. Kilgore's statement is very significant and it gave us a great deal of important information. I consider that his appearance here has been highly valuable to the committee and I congratulate him on the statement and his people on the excellence of their representation in Congress.

STATEMENT OF REPRESENTATIVE JAMES A. HALEY, OF FLORIDA

Mr. MAHON. Our good friend, Mr. Haley, who has been quite active and quite interested in the problem of defense throughout his service here, and who has always cooperated with this committee, is now before us.

He was also with us this morning.

I believe your district is involved in this reorganization?

Mr. HALEY. Yes.

We have one of these facilities, Mr. Chairman and members of the committee.

Mr. MAHON. Go ahead, please.

Mr. HALEY. I just would like to make a brief statement that I have the utmost confidence in this committee and you certainly are going to go into this matter, I am sure, and will take whatever appropriate measure are necessary. I am sure that you are going to do that with the best interests of the Nation at heart. I have no fault to find with the Air Force and if this is the decision that they think is in the best interests of the Nation, I do think that, in the rather abrupt manner that these schools were terminated, probably due consideration was not given to the communities. After all, in my particular case, the facility there is on the ground owned by the city of Bartow, Fla. They made this location available to the school for this training purpose and this is quite an upsetting thing to the community. As I say, I cannot find any fault with these gentlemen; and if these gentlemen find that this is necessary, I am sure that the people of Florida would want them to do just what they are doing. I do think, Mr. Chairman, that with the terrific costs of these buildings and other facilities that they have probably a little responsibility to look around and see if there is any other use that these air schools could be put to.

I want to thank you, Mr. Chairman, for this opportunity to testify and I would like to ask permission to file a statement.

Mr. MAHON. Thank you very much. It is very helpful to have your views.

You may file a statement if you wish.

Mr. WEAVER. I would like to say it has been my privilege to serve with the distinguished gentleman from Florida on the House Veterans Affairs Committee, as well as 2 years on the House Interior and Insular Affairs Committee, and I have a great respect for what he has to say.

Mr. MAHON. Thank you.

Mr. HALEY. Thank you, Mr. Chairman.

Mr. SIKES. I want to subscribe to what has been said by my colleague, Mr. Weaver. I have the greatest respect and admiration for Mr. Haley and I know of the zeal with which he represents his people and the State of Florida. I feel that his comments are well worth the consideration of this committee and we have benefited by his presence.

Mr. MAHON. Thank you very much, Mr. Haley.

STATEMENT OF MR. JOHN ELLIS

Mr. MAHON. We have with us Mr. John Ellis, secretary to Mr. John Pilcher of Georgia. Mr. Pilcher has long been interested in the problems of national defense and he has been helpful in promoting defense programs in the best interests of our country. Mr. Pilcher is concerned about the announcement of last week that these bases would be phased out and this is perfectly natural and proper, as every member wishes to do the best that he can in the interest of defense, and also in the interests of his own congressional district. Mr. Pilcher has talked to me in regard to this matter on several occasions, and I told him that we would look into the situation and we were not unsympathetic toward the problem confronting him. We must all face up to the fact, however, that sooner or later a number of military bases must be closed, and certainly this committee has made no recommendation, insofar as I know, with respect to the closing of any base in the Air Force. The program which was announced last week

was not in any way instigated or suggested by this committee or any of the members thereof, insofar as I am aware.

Will you proceed, Mr. Ellis?

Mr. ELLIS. My name is John Ellis. I am secretary to Congressman John L. Pilcher, of Georgia. Mr. Pilcher has ben unavoidably detained in his congressional district on official business. He has asked me to furnish the following statement to this committee relative to the proposed order to close the contract flying school program.

I would also like to have permission to submit two telegrams for the record. These telegrams are from interested parties at Moultrie and Bainbridge, Ga. These two cities are affected by the closing order.

In the interest of time, I would like to submit this statement for the record.

Mr. MAHON. Mr. Ellis, we will put the statement in the record but I would also like to have the opportunity of reading it now and passing it along to the other members of the subcommittee.

(The statement follows:)

STATEMENT OF CONGRESSMAN JOHN L. PILCHER, SECOND DISTRICT OF GEORGIA, SUBMITTED TO THE COMMITTEE BY JOHN ELLIS, HIS SECRETARY, UPON HIS REQUEST

Mr. Chairman, in view of the fact that an independent survey and study authorized and financed by the U.S. Navy has concluded that the contract method is more economical, more efficient, and produces a better product than primary pilot training conducted by the military services, why is the Air Force making a change now to the less desirable system?

We do not believe that the Air Force will be able to conduct primary flying training as efficiently as the civilian contractor who has had 9 years' experience in this field; and, therefore, we believe this proposed action by the Air Force should be subject to a careful, thorough, independent study before the move is actually made. This is a drastic move. Why can't the Air Force have an independent study made by an organization like Stanford Research Institute or Heller Associates and then decide what is the best course of action in the overall interest of national security?

We would like to have complete and detailed breakdowns to show the cost of operating the consolidated bases compared with the cost of operating four primary contract schools and four basic schools. We would like areas identified where the Air Force believes savings will be effected. Wherever assumptions are used as to numbers of personnel required, we would like to have a complete explanation of the basis on which the assumption is made. Costs of new construction, additional housing, modification and refurnishing of existing buildings, and any other construction or rehabilitation costs should be clearly identified and explained.

Mr. ELLIS. I thank you very much for allowing me to appear before this committee in Congressman Pilcher's behalf. I know that he, too, appreciates this courtesy to his office and he will personally thank this committee when he returns to Washington.

(The telegrams referred to follow:)

MOULTRIE, GA., *April 27, 1960.*

Hon. J. L. PILCHER,
House Office Building,
Washington, D.C.:

Impact of Spence Airbase closing will have a definite depressing effect upon the economy of both Moultre and Colquitt County, Ga., which cannot be absorbed without unusual developments in industrialization which requires years to accomplish.

Spence, which was a single-engine basic training base of operations during World War II, under direct supervision of the Army Air Corps, was deactivated in 1945 and remained closed for more than 5 years. That impact was heavily felt, but not so much as will the closing of Spence as a civilian-operated contract base of operations. The military personnel was either being discharged from service or was transferred elsewhere with the closing of the base in 1945–

46, and many young men were returning from military service with surplus money, enabling them to start new businesses and industries. Too, there were comparatively few homeowners among those stationed at Spence at the close of the operation as a military base.

A total of 670 civilians will lose employment with the close of the base, representing some 2,600 persons who will be directly affected. Moultrie and Colquitt County, because of the size and complex of the economy, does not now have either the businesses or industries to absorb the people who have been working at Spence. It will result in further unemployment, since the $3,500,000 payroll at Spence and the approximately $6 million spent annually in the area through the Spence operation would reduce sales locally—a number of businesses would need few personnel and some will go out of business.

The school program will be seriously affected. Four hundred children attending the local schools have been classified as federally connected as the result of the Spence operation, and the public schools of Moultrie have been receiving $35,000 or more from the Federal Government to help meet this impact. No more funds will be allocated under Federal public laws for such purposes once the base is closed.

Because of the increased number of children in the public schools, the city of Moultrie has been required to heavily bond itself to meet the additional load of children. An additional elementary school was built in east Moultrie about 2 years ago, and only recently another elementary school in south Moultrie was opened to absorb more of these children and relieve congestion in the other elementary schools. The city of Moultrie's bonded indebtedness has been increased by more than $200,000 because of this impact—something the city was ready and willing to do—but with the closing of the base has suddenly turned into a liability if population and wage losses are to be incurred.

Closing of Spence will add another heavy burden to the city of Moultrie in requiring the municipality to maintain a housekeeping crew and fire department at spence—something which created a drain upon the community after the previous shutdown, since the facility is returned to the city.

A survey made at Spence yesterday among civilian personnel reveals an indebtedness of more than $2,479,000 at an average of more than $3,700 per family. It will be a direct blow to these people, as well as to those to whom they owe the debts, for if they cannot find employment they cannot pay the debts. The survey shows also a high percentage of home ownership among the heads of families employed at the base. If they are forced to leave the community because of the lack of regular employment, an excess number of houses will exist—both of the owned type and rental. This, in turn, threatens to check home construction for a lengthy period—something which has been a healthy part of the community's economy for the past 7 or 8 years.

The relationship between the military and civilian personnel at Spence and the community has been outstanding. Few communities in the country can show such close liaison and harmony as that which has existed here since Spence was reopened as a contract pilot training school. Both working personnel and pilot trainees have been accepted as "neighbors" and "fellow citizens." Red carpet league dinners have been held each 6 weeks to welcome the newcomers of Spence to make them feel at home, and to get acquainted with local people.

Moultrie, with a population of 16,500 to 17,000, and Colquitt County, with approximately 36,000 people, have demonstrated their ability and willingness to work closely with the military in providing ideal conditions for those who come into the community on military-sponsored missions. The patriotism of the people of the area is unquestioned. No dissatisfaction with the military exists in the city or county, and security work is at a minimum.

That the site on which Spence is located is ideal has been the subject of many comments of the military in the past—in World War II and since. Weather conditions allow maximum operations all year long, and the terrain is most adaptable to maximum flying safety—demonstrated by the outstanding flying safety record achieved at the base during World War II and under Hawthorne's supervision.

The impact of the closing of an installation in a larger community would not be as heavily felt as it will be in Moultrie.

Our people are energetic and determined, but they cannot cope with such a blow in a year or less.

Our unemployment is already 2,220 and our area labor pool is over 5,000. We cannot stand to add these additional 670 people plus the other who will be out of jobs that depend on Spence Field. The Air Force has recently completed

several new buildings at Spence designed for use in the jet program. In 1959 over $350,000 was expended. In recent months another $425,000 has been spent by the Air Force on Spence facilities.

Give our county more time to work out our multitude of economic civic problems and the Air Force to work out their problems.

J. HINTON REEVES,
Moultrie Chamber of Commerce.

BAINBRIDGE, GA., *April 28, 1960.*

Hon. J. L. PILCHER,
House Office Building, Washington, D.C.:

Would appreciate you conveying to the House Subcommittee on Appropriations the following information: Bainbridge Airbase has a combined civilian and military payroll of $5,141,304 in our county which is more than one-third of all our industrial payrolls. In addition to this, millions are spent for local purchases, services, utilities, etc. More than 10 percent of our schoolchildren have parents employed at this base. The loss of these children would result in a deficit of over $50,000 yearly in State funds to our school system. Approximately 700 individuals are employed at the base and their local debts including liens on homes, automobiles, etc., will average over $3,000 per family. Economic disaster will result if additional time of at least 1 year is not granted for an audible adjustment.

J. G. KWILECKI, Jr.,
President, Bainbridge Decatur County Chamber of Commerce.

Mr. MAHON. Thank you very much for your presentation, Mr. Ellis.

RESUMPTION OF HEARINGS OF AIR FORCE WITNESSES

General Hopwood, will you resume the witness chair, please?

Mr. Sikes, you were interrogating the Air Force witnesses when we adjourned at noon. Will you please proceed?

NEED FOR PRIOR CONSULTATION WITH APPROPRIATIONS COMMITTEE

Mr. SIKES. I would like to return to a comment made earlier by Mr. Riley. I thought that he made an excellent statement and it fully reflects my feeling. I had intended to touch on this subject, but the fact that he made the comment so ably makes it unnecessary for me to repeat it now. It is in much better language than I would have been able to develop.

It is my feeling that the decision to close bases and to make a major change in the Air Force program, should not have been made without consultation with the committee in view of the fact that recently we were given to understand that this program would continue as in the past. I think it is important to consider that the Air Force is, after all, a part of the U.S. economy. I consider it wrong to arbitrarily make a major change which has such a serious impact on the economy of a number of communities without full and careful deliberation and consultation with the appropriate committees of Congress.

That, Mr. Chairman, is of much greater importance than whether or not this change was discussed with individual Members in advance of the announcement.

What facts or new information could have been achieved in such a short time, and from what source in the period since we had this matter under discussion in the committee, which would have weighed upon this decision?

Mr. GARLOCK. Mr. Sikes, I do not think it is quite that way. As General Hopwood indicated, this problem of the revision of training is a matter that was under discussion for quite some time. We always

have a difficult problem in appearing before various congressional committees and we are almost forced to stay with an approved program while consideration may be going on for changes.

My own experience has been that most of these changes never take place so that if we came up here on every change that anybody considered, we would be talking about a lot of things that would never happen. Some of these decisions get made before the budget goes to press and some of them while the Congress is in session and some of them while you are gone. The exact relationship that we should have, and exactly what we should clear with the committee is a question we have discussed many times. We only get a more or less satisfactory solution, I am sure, from both your side of the problem and ours.

It is difficult to know exactly which item should be brought up and which one should not. It could be that we erred in this one but it was not made on a quick basis. It was given thorough consideration.

General FRIEDMAN. I would like to add, Mr. Garlock, that perhaps we erred—or I erred—during the recent hearings on the basis of not being more specific when I indicated there were a number of alternatives under study but that no specific decision had been made.

I want to assure this committee that the brevity was with no intent to hide anything. I sincerely regret that in the light of the direct question which Mr. Sikes propounded at that time, that I was not more explicit in what I meant when I said that there was a possibility of consolidation of bases.

Mr. GARLOCK. Mr. Sikes, on the general problem you will recall that we had an air defense question here and when it became perfectly clear to us that there was going to be a change we asked the committee to postpone the hearings on that part of the bill until we could get a decision. It is our intent to try to work that way, but on a lot of these things it is hard to tell along in the process whether or not there is really going to be a change, or whether there is not.

Mr. SIKES. Is it possible at this time for you to tell the committee what military construction—and I include runways as well as buildings—will be required during the next 5 years for the bases at which you plan to conduct the revised pilot training program?

General FRIEDMAN. I would not say for 5 years. We do have a listing and in response to an inquiry, I believe that Mr. Sheppard propounded, we will provide for the record a listing of the 1960 and 1961 military construction projects which we propose within the $3.113 million which is our best estimate of the total requirements to satisfy this readjustment.

We will give that by base, sir.

Mr. MAHON. Mr. Sikes, will you permit an interruption?

Mr. SIKES. Yes.

Mr. MAHON. I have not seen a service yet that could predict precisely what would happen in all areas of development and construction and I do not want you to make statements here as to whether or not there will be any construction programs at tactical, strategic, training, or other bases if you do not know what you are talking about. It is a little difficult for me to see how you could look too far in advance and tell whether or not, in view of changing conditions, you might want to spend a little money or a lot of money on SAC bases, tactical bases, training bases, and so forth.

I want you to look at this picture and face up to it as well as you can.

General FRIEDMAN. We certainly will. As I say, we think we are on firm ground as regards 1960 and 1961 construction and P.4X9 type projects which are required to implement this plan. I certainly could not project beyond that as regards such construction as might take place on these bases on a continuing basis, exclusive of any consideration of the plan itself. I think this is what Mr. Sikes wanted.

In other words, what do you have to do, as you see it now, to make these bases operable for this plan?

I would say that we can provide a very clear accurate statement on this.

Mr. SIKES. Are any of the bases which it is now proposed to eliminate listed as permanent Air Force establishments?

General HOPWOOD. If I may answer that question, sir.

The Training Command has used the term "hard core" for a number of years.

Is that acceptable?

Mr. GARLOCK. He is using a technical term and we will have to check. Some of these are largely privately owned and they would not come into this problem. Moore is the only one where this would be a question. I do not know the answer but we will supply it for the record.

Mr. SIKES. Will you also provide for the record a table which shows generally the type of construction on the bases which you propose to use so that we know which are permanent and which are temporary construction and which are predominantly permanent or temporary?

Could you give it in enough detail so we have a general picture of the bases themselves?

General FRIEDMAN. Yes, sir.

Mr. GARLOCK. May we include in that the status of the Capehart and Wherry housing, whether it happens to be owned at the moment privately or——

Mr. SIKES. I wish you would.

CONSTRUCTION AT VARIOUS BASES UNDER COMBINED TRAINING CONCEPT

Mr. MAHON. Would you also state whether or not you designate bases any more as permanent or not permanent? There was a time when you would go and say, "This is a permanent base" and I have known all the services to close permanent bases. That applies to the Air Force, Army, and Navy. They have all closed permanent bases and at the same time have kept open bases that had not been certified as permanent.

(The information to be supplied follows:)

The following data provide details regarding the type of construction at the various bases which will be used in the combined training concept.

Based on Air Force records the facilities are listed as "Standard" and "Substandard." The following definitions are applicable to these terms:

Standard: The condition of a facility which presently is usable and requires annual maintenance equivalent to 20 percent or less of the current replacement cost for combined serviceability. It also includes facilities which temporarily are unusable but which can be economically restored to serviceable condition.

Substandard (primarily theater of operations and mobilization type buildings):

(*a*) Facilities which have an annual maintenance cost in excess of 20 percent of the current replacement cost but which are being used for lack of other facilities.

(*b*) Facilities which are now below Air Force standards and are scheduled for replacement in accordance with current Air Force policy on replacement of mobilization and theater of operations buildings.

In order to provide the most current data, Headquarters, Air Training Command records as of March 31, 1960, have been utilized.

Craig Air Force Base

TRAINING AND OPERATIONS FACILITIES

Facility	Unit	Sub-standard	Standard	Total	Number of buildings	
					Sub-standard	Standard
Base operations	Square foot	0	4,180	4,180	0	1
Base communications	do	613	2,874	3,487	1	1
Academic classroom	do	11,875	10,234	22,109	3	2
Squadron operations	do	6,500	26,332	32,832	2	6
High-altitude training	do	5,671	0	5,671	2	0
Operation mission training	do	4,762	0	4,762	1	0
Training aids shops	do	0	4,720	4,720	0	1

MAINTENANCE FACILITIES

Hangars, net aircraft area	Square foot	31,934	50,155	82,089	2	2
Maintenance shops	do	24,657	20,305	44,962	6	2
Engine buildup shops	do	1,053	15,210	16,263	1	1
Jet test stand	Each	0	1	1		
Shop, auto maintenance	Square foot	16,081	4,023	20,104	4	2
Shop, ground powered	do	4,704	1,555	6,259	1	1
Shop, parachute and dinghy	do	0	1,982	1,982	0	1

STORAGE FACILITIES

Cold storage	Square foot	12,100	3,164	15,264	2	1
Warehouses	do	0	18,467	18,467	0	4
Ammunition	do	0	864	864	0	1
Storage shed	do	2,810	0	2,810	1	0

ADMINISTRATIVE FACILITIES

Administration, medical	Square foot	0	4,690	4,690	0	1
POL operations and administration.	do	3,941	300	4,241	3	1
Administration, supply and issue.	do	12,537	2,767	15,304	5	1
Administration, office	do	5,300	0	5,300	1	0
Administration base supply	do	0	7,076	7,076	0	1
Administration wing maintenance.	do	11,484	7,409	18,893	3	1
Commercial transportation facility.	do	12,030	0	12,030	1	0
Headquarters air police	do	2,187	0	2,187	1	0
Headquarters group airbase	do	0	5,019	5,019	0	1
Headquarters group maintenance and supply.	do	0	2,472	2,472	0	1
Headquarters group training	do	0	2,221	2,221	0	1
Headquarters squadron	do	21,499	18,235	39,734	8	10
Headquarters wing	do	4,907	42,331	47,238	1	11
Reproduction plant	do	2,750	0	2,750	1	0

MEDICAL FACILITIES

Hospital	Bed	39	75	114	9	3
Dental clinic	Operating unit	8	0	8	1	0

HOUSING FACILITIES

Bachelor officers quarters	Man	51	179	230	3	13
Dormitory, airman	do	674	626	1,300	17	14
Dining hall, airman	do	0	1,000	1,000	0	2
Family housing, officer	do	100	0	100	32	0
Family housing, airman	Family	0	225	225	0	105

RECREATIONAL—COMMUNITY SUPPORT FACILITIES

Chapel	Seat	0	208	208	0	1
Service club	Square foot	7,762	0	7,762	1	0
Open mess, officer	do	0	22,055	22,055	0	1
Open mess, NCO	do	0	9,411	9,411	0	1
Gym-fieldhouse	do	0	14,861	14,861	0	1
Swimming pools, officer	Each	0	1	1		
Swimming pools, airman	do	0	1	1		
Theater	Seat	0	414	414	0	1
Golf course	Hole	0	9	9		
Base exchange	Square foot	0	8,860	8,860	0	3
Commissary	do	0	9,186	9,186	0	1
Bowling alley	Lane	6		6	1	0
Store clothing sales	Square foot	0	2,488	2,488	0	1

Moody Air Force Base

TRAINING AND OPERATIONS FACILITIES

Facility	Unit	Sub-standard	Standard	Total	Number of buildings	
					Sub-standard	Standard
Base operations	Square foot	9,479	0	9,479	1	0
Base communications	do	2,880	0	2,880	1	0
Academic classroom	do	9,479	0	9,479	1	0
Synthetic trainer	do	10,278	0	10,278	3	0
Squadron operations	do	21,363	0	21,363	2	0
Training aids shop	do	6,630	0	6,630	1	0
MAINTENANCE FACILITIES						
Hangars, net aircraft area	Square foot	28,602	66,250	94,852	2	3
Maintenance shops	do	41,363	17,880	59,243	28	5
Armament and electronics shops	do	9,467	12,468	21,935	3	1
Jet test stand	Each	0	1	1	----	----
Shop, auto maintenance	Square foot	12,926	9,441	22,367	6	1
Shop, ground powered	do	6,193	0	6,193	2	0
Shop, parachute and dinghy	do	3,812	0	3,812	1	0
STORAGE FACILITIES						
Cold storage	Square foot	4,922	0	4,922	1	0
Warehouses	do	68,373	52,468	120,841	4	6
Storage shed	do	3,140	420	3,560	5	1
Segregated magazine	do	224	1,809	2,033	1	1
Ammunition storage igloo	do	0	3,172	3,172	0	2
ADMINISTRATIVE FACILITIES						
Administration, medical	Square foot	5,076	0	5,076	1	0
POL operations and administration.	do	2,243	0	2,243	2	0
Administration supply and issue	do	25,286	4,100	29,386	16	1
Administration wing maintenance	do	6,329	13,640	19,969	2	2
Commercial transportation facility.	do	1,750	0	1,750	1	0
Headquarters air police	do	3,553	0	3,553	1	0
Headquarters airbase group	do	4,478	0	4,478	1	0
Headquarters maintenance and supply group.	do	10,453	5,600	16,053	3	1
Headquarters training group	do	3,675	0	3,675	1	0
Headquarters squadron	do	27,682	0	27,682	15	0
Headquarters wing	do	38,135	0	38,135	8	0
MEDICAL FACILITIES						
Hospital	Bed	99	0	99	12	0
Dental clinic	Operating unit	10	0	10	1	0
HOUSING FACILITIES						
Bachelor officers quarters	Man	208	0	208	11	0
Dormitory, airman	do	2,180	600	2,780	16	3
Dining hall, officer	do	250	0	250	1	0
Dining hall, airman	do	1,000	800	1,800	1	1
Family housing, officer	Family	0	7	7	0	5
Family housing, airman	do	0	1	1	0	1
RECREATIONAL—COMMUNITY SUPPORT FACILITIES						
Chapel	Seat	192	0	192	1	0
Service club	Square foot	10,688	0	10,688	1	0
Open mess, officer	do	17,422	0	17,422	1	0
Open mess, NCO	do	9,391	0	9,391	1	0
Swimming pools, officer	Each	0	1	1	----	----
Swimming pools, airman	do	0	1	1	----	----
Theater	Seat	0	602	602	0	1
Base Exchange	Square foot	23,339	0	23,339	7	0
Commissary	do	12,793	0	12,793	1	0
Bowling alley	Lane	4	0	4	1	0
Store clothing sales	Square foot	5,466	0	5,466	1	0

Reese Air Force Base

TRAINING AND OPERATIONS FACILITIES

Facility	Unit	Sub-standard	Standard	Total	Number of buildings	
					Sub-standard	Standard
Base operations	Square foot	3,605	0	3,605	1	0
Base communications	do	2,549	0	2,549	1	0
Academic classroom	do	13,310	0	13,310	2	0
Synthetic trainer	do	8,367	0	8,367	3	0
Flight training basic	do	19,756	0	19,756	3	0
High-altitude training	do	2,862	0	2,862	1	0
Training aids shop	do	1,475	0	1,475	1	0
MAINTENANCE FACILITIES						
Hangars, net aircraft area	Square foot	0	98,500	98,500	0	4
Maintenance shops	do	1,296	73,101	74,397	1	8
Jet test stand	Each	0	1	1		
Shop, auto maintenance	Square foot	9,290	10,220	19,510	3	1
Shop, parachute and dinghy	do	3,731	0	3,731	1	0
STORAGE FACILITIES						
Cold storage	Square foot	2,740	3,134	5,874	1	1
Warehouses	do	57,476	45,241	102,717	12	7
ADMINISTRATIVE FACILITIES						
Administration, medical	Square foot	11,433	0	11,433	3	0
POL operations and administration.	do	2,828	0	2,828	2	0
Administration office	do	3,738	0	3,738	2	0
Administration base supply	do	6,677	0	6,677	1	0
Commercial transportation facility.	do	1,828	0	1,828	1	0
Headquarters air police	do	4,720	0	4,720	1	0
Headquarters airbase group	do	861	0	861	1	0
Headquarters maintenance and supply group.	do	8,890	0	8,890	2	0
Headquarters training group	do	9,477	0	9,477	4	0
Headquarters squadron	do	35,200	0	35,200	21	0
Headquarters wing	do	38,839	0	38,839	16	0
Reproduction plant	do	4,826	0	4,826	1	0
MEDICAL FACILITIES						
Hospital	Bed	77	0	77	8	0
Dental clinic	Operating unit	6	0	6	1	0
HOUSING FACILITIES						
Bachelor officers quarters	Man	228	0	228	10	0
Dormitory, cadet	do	268	0	268	9	0
Dormitory, airman	do	835	400	1,235	25	2
Dining hall, cadet	do	237	0	237	1	0
Dining hall, airman	do	0	800	800	0	1
Family housing, officer	Family	0	181	181	0	114
Family housing, airman	do	0	238	238	0	119
RECREATIONAL—COMMUNITY SUPPORT FACILITIES						
Chapel	Seat	190	0	190	1	0
Service club	Square foot	0	10,397	10,397	0	1
Open mess, officer	do	15,212	0	15,212	1	0
Open mess, cadet	do	5,328	0	5,328	1	0
Open mess, NCO	do	13,874	0	13,874	1	0
Gym-fieldhouse	do	15,188	0	15,188	1	0
Swimming pools, officers	Each	0	1	1		
Swimming pools, airman	do	0	1	1		
Theater	Seat	604	0	604	1	0
Golf course	Hole	0	9	9		
Base exchange	Square foot	17,112	0	17,112	6	0
Commissary	do	9,190	0	9,190	1	0
Bowling alley	Lane	4	0	4	1	0
Store clothing sales	Square foot	1,840	0	1,840	1	0

Vance Air Force Base

TRAINING AND OPERATIONS FACILITIES

Facility	Unit	Sub-standard	Standard	Total	Number of buildings	
					Sub-standard	Standard
Base operations	Square foot	10,620	0	10,620	2	0
Base communications	do	2,597	0	2,597	1	0
Academic classroom	do	10,853	13,790	24,643	2	1
Technical training	do	1,320	0	1,320	1	0
Synthetic trainer	do	5,977	0	5,977	2	0
Flight training basic	do	22,332	0	22,332	2	0
High-altitude training	do	4,311	0	4,311	2	0
MAINTENANCE FACILITIES						
Hangars, net aircraft area	Square foot	19,502	103,988	123,490	2	3
Maintenance shops	do	4,338	49,156	53,494	4	2
Engine buildup shops	do	0	23,057	23,057	0	2
Shop, auto maintenance	do	14,077	0	14,077	4	0
Shop, ground powered	do	2,248	0	2,248	1	0
Shop, parachute and dinghy	do	3,034	0	3,034	1	0
STORAGE FACILITIES						
Cold storage	Square foot	0	6,587	6,587	0	1
Warehouses	do	43,842	36,372	80,214	4	2
Storage shed	do	647	0	647	1	0
ADMINISTRATIVE FACILITIES						
Administration, medical	Square foot	4,843	0	4,843	1	0
POL operations and administration.	do	3,736	0	3,736	2	0
Administration, supply and issue	do	2,323	1,018	3,341	3	2
Administration office	do	6,036	0	6,036	4	0
Administration base supply	do	4,061	2,908	6,969	1	1
Administration wing maintenance.	do	9,575	0	9,575	5	0
Commercial transportation facility.	do	0	17,272	17,272	0	1
Headquarters air police	do	2,394	0	2,394	1	0
Headquarters airbase group	do	2,342	468	2,810	2	1
Headquarters maintenance and supply group.	do	1,859	0	1,859	1	0
Headquarters squadron	do	36,213	0	36,213	19	0
Headquarters wing	do	36,101	0	36,101	9	0
Reproduction plant	do	4,790	0	4,790	1	0
MEDICAL FACILITIES						
Hospital	Bed	90	0	90	9	0
Dental clinic	Operating unit	9	0	9	1	0
HOUSING FACILITIES						
Bachelor officers quarters	Man	332	0	332	7	0
Dormitory, airman	do	964	400	1,364	26	2
Dining hall, officer	do	495	0	495	3	0
Dining hall, airman	do	1,000	1,200	2,200	1	1
Family housing, officer	Family	0	92	92	0	92
Family housing, airman	do	0	138	138	0	138
RECREATIONAL—COMMUNITY SUPPORT FACILITIES						
Chapel	Seat	198	0	198	1	0
Service club	Square foot	0	11,326	11,326	0	1
Open mess, officer	do	20,332	0	20,332	1	0
Open mess, cadet	do	10,301	0	10,301	1	0
Open mess, NCO	do	13,957	0	13,957	2	0
Gym fieldhouse	do	13,772	0	13,772	1	0
Swimming pools, officer	Each	0	1	1		
Swimming pools, airman	do	0	2	2		
Theater	Seat	272	0	272	1	0
Base exchange	Square foot	25,882	0	25,882	6	0
Commissary	do	10,872	0	10,872	1	0
Bowling alley	Lane	6	0	6	1	0
Store clothing sales	Square foot	5,370	0	5,370	1	0

Webb Air Force Base

TRAINING AND OPERATIONS FACILITIES

Facility	Unit	Sub-standard	Standard	Total	Number of buildings	
					Sub-standard	Standard
Base operations	Square foot	0	5,784	5,784	0	1
Base communications	do	0	4,024	4,024	0	1
Academic classroom	do	0	25,693	25,693	0	1
Flight simulator	do	0	4,764	4,764	0	1
Synthetic trainer	do	0	7,619	7,619	0	2
Squadron operations	do	0	30,455	30,455	0	5
High-altitude training	do	0	3,180	3,180	0	1
MAINTENANCE FACILITIES						
Hangars, net aircraft area	Square foot	25,985	107,242	133,227	1	6
Maintenance shops	do	41,532	47,980	89,512	24	5
Armament and electronic shops	do	0	12,401	12,401	0	1
Engine buildup shops	do	0	15,873	15,873	0	1
Jet test stand	Each	0	1	1		
Shelter weapon calibration	Square foot	0	1,797	1,797	0	1
Shop, auto maintenance	do	0	15,274	15,274	0	3
Shop, parachute and dinghy	do	0	3,625	3,625	0	1
STORAGE FACILITIES						
Cold storage	Square foot	0	20,815	20,815	0	4
Warehouses	do	15,814	64,469	80,283	3	9
Storage shed	do	0	84	84	0	2
Rocket assembly	do	0	8,459	8,459	0	2
Ammunition storage igloo	do	0	1,590	1,590	0	3
ADMINISTRATIVE FACILITIES						
Administration, medical	Square foot	0	4,170	4,170	0	1
POL operations and administration.	do	0	827	827	0	2
Administration supply and issue	do	0	2,473	2,473	0	1
Administration office	do	0	38,202	38,202	0	8
Administration base supply	do	0	6,135	6,135	0	1
Commercial transportation facility.	do	0	4,180	4,180	0	1
Headquarters, air police	do	0	2,003	2,003	0	1
Headquarters, airbase group	do	0	4,264	4,264	0	1
Headquarters, maintenance and supply group.	do	1,350	0	1,350	1	0
Headquarters, training group	do	0	8,414	8,414	0	1
Headquarters squadron	do	0	8,528	8,528	0	2
Headquarters wing	do	0	25,644	25,644	0	3
Plant reproduction	do	0	3,004	3,004	0	1
MEDICAL FACILITIES						
Hospital	Bed	0	36	36	0	8
Dental clinic	Operating unit	0	9	9	0	1
HOUSING FACILITIES						
Bachelor officers' quarters	Man	44	257	301	3	9
Dormitory, airman	do	42	1,911	1,953	1	21
Dining hall, officer	do	0	500	500	0	1
Dining hall, airman	do	0	1,400	1,400	0	3
Family housing, officer	Family	0	189	189	0	123
Family housing, airman	do	0	276	276	0	138

Webb Air Force Base—Continued

RECREATIONAL—COMMUNITY SUPPORT FACILITIES

Facility	Unit	Sub-standard	Standard	Total	Number of buildings	
					Sub-standard	Standard
Chapel	Seat	0	300	300	0	1
Service club	Square foot	0	12,654	12,654	0	1
Open mess, officer	do	0	19,969	19,969	0	1
Open mess, NCO	do	0	3,184	3,184	0	1
Gym, fieldhouse	do	11,232	2,160	13,392	1	1
Swimming pools, officer	Each	0	1	1		
Swimming pools, airman	do	0	1	1		
Theater	Seat	0	600	600	0	1
Golf course	Hole	0	9	9		
Base exchange	Square foot	0	23,863	23,863	0	4
Commissary	do	0	11,798	11,798	0	1
Bowling alley	Lane	0	6	6	0	1
Store clothing sales	Square foot	0	6,000	6,000	0	1

Williams Air Force Base

TRAINING AND OPERATIONS FACILITIES

Base operations	Square foot	8,658	0	8,658	1	0
Base communications	do	2,433	0	2,433	1	0
Academic classrooms	do	0	34,170	34,170	0	2
Flight simulator	do	0	13,383	13,383	0	1
Synthetic trainer	do	9,403	0	9,403	7	0
Squadron operations	do	24,394	0	24,394	2	0
High-altitude training	do	3,282	0	3,282	1	0

MAINTENANCE FACILITIES

Hangars, net aircraft area	Square foot	123,333	0	123,333	9	0
Maintenance shops	do	77,387	0	77,387	22	0
Armament and electronic shops	do	0	6,056	6,056	0	1
Engine buildup shops	do	18,482	26,985	45,467	1	1
Jet test stand	Each	0	2	2		
Shop, auto maintenance	Square foot	17,000	0	17,000	7	0
Shop, ground powered equipment	do	2,450	0	2,450	1	0
Shop, parachute and dinghy	do	4,329	0	4,329	2	0

STORAGE FACILITIES

Cold storage	Square foot	4,270	0	4,270	2	0
Warehouses	do	107,837	0	107,837	17	0
Ammunition	do	0	6,492	6,492	0	4
Rocket assembly	do	0	2,319	2,319	0	1
Segregated magazine	do	0	540	540	0	1
Ammunition storage igloo	Each	2	0	2	2	0

ADMINISTRATIVE FACILITIES

Administration, medical	Square foot	1,563	0	1,563	1	0
POL operations and administration.	do	4,043	0	4,043	3	0
Administration base supply	do	9,637	0	9,637	1	0
Administration wing maintenance.	do	6,394	0	6,394	2	0
Commercial transportation facility.	do	1,070	0	1,070	1	0
Headquarters unit air police	do	3,510	0	3,510	1	0
Headquarters group air base	do	4,031	0	4,031	2	0
Headquarters group maintenance and supply.	do	0	6,207	6,207	0	1
Headquarters group training	do	3,130	6,208	9,338	1	1
Headquarters squadron	do	33,622	0	33,622	26	0
Headquarters wing	do	43,904	3,122	47,026	10	1

MEDICAL FACILITIES

Hospital	Bed	117	0	117	16	0
Dental clinic	Operating unit	11	0	11	1	0

Williams Air Force Base—Continued

HOUSING FACILITIES

Facility	Unit	Sub-standard	Standard	Total	Number of buildings	
					Sub-standard	Standard
Bachelor officers quarters	Man	21	92	113	2	7
Dormitory, cadet	do	331	0	331	10	0
Dormitory, airman	do	1,266	400	1,666	34	2
Dining hall, officer	do	750	0	750	1	0
Dining hall, airman	do	1,000	1,200	2,200	1	1
Family housing, officer	Family	60	150	210	11	150
Family housing, airman	do	[1] 174	350	524	126	350
RECREATIONAL—COMMUNITY SUPPORT FACILITIES						
Chapel	Seat	244	300	544	1	1
Service club	Square foot	16,047	0	16,047	1	0
Open mess, officer	do	15,324	0	15,324	1	0
Open mess, NCO	do	9,847	0	9,847	2	0
Gym field house	do	13,609	0	13,609	1	0
Swimming pools, officer	Each	0	2	2		
Swimming pools, airman	do	0	1	1		
Theater	Seat	874	0	874	2	0
Golf course	Hole	0	9	9		
Base exchange	Square foot	14,576	0	14,576	2	0
Commissary	do	9,604	4,000	13,604	1	1
Bowling alley	Lane	6	0	6	1	0
Store clothing sales	Square foot	4,800	0	4,800	1	0

[1] Includes 110 Lanham Act.

STATUS OF CAPEHART AND WHERRY HOUSING

The following table summarizes the Capehart and Wherry housing situation at the known bases which will be used for consolidated flying training:

Base	Capehart housing units	Wherry housing units	Status
Craig AFB, Ala.:			
Officer	None	75	Wherry is Government owned. The upgrading contract was signed and submitted Headquarters, Air Materiel Command, for approval May 6, 1960.
Airman	None	150	
Total		225	
Moody AFB, Ga	None	None	
Reese AFB, Tex.:			
Officer	None	180	Wherry is Government owned and upgrading is now underway.
Airman	None	238	
Total		418	
Vance AFB, Okla.:			
Officer	92	None	
Airman	138	None	
Total	230		
Webb AFB, Tex.:			
Officer	184	None	
Airman	276	None	
Total	460		
Williams AFB, Ariz.:			
Officer	None	150	Wherry is Government owned. The upgrading contract has not been let.
Airman	None	350	
Total		500	

PERMANENT BASES

The Air Force has not used the designation "permanent" to denote the status of a base for several years. The retention of an installation is dependent upon a requirement for that installation in the Air Force base utilization program.

Mr. SIKES. If I may interject, I think we can say no base is permanent beyond the year for which you have funds to operate it, regardless of the designation. That is true whether or not they are listed as permanent.

Mr. GARLOCK. Where we got into this problem was under the Wherry and Capehart housing bills. You could not get housing unless you designated it as permanent and you designated it as permanent if you thought it was going to be in the Air Force inventory for the life of the mortgage. When we thought we were going to have 137 wings and military personnel at that same level, obviously we thought bases were going to remain permanent, but which 2 years later, had to drop out.

As the chairman indicated, some of the bases that were temporary are still there, and as far as I know they may still technically carry the designation of temporary and have the most permanent construction you ever saw.

Mr. SHEPPARD. Are you, or are you not, at the moment pursuing a policy of a declaration of permanency before you expend certain funds for the renovation of your housing projects, and the Wherry Procurement Act as of now?

Mr. GARLOCK. Before we go ahead with the new Capehart project, Mr. Sheppard, I do not recall whether or not that same declaration is necessary on the renovation of Wherry housing. I think it had to be made before we could build the housing in the first place. My recollection would be, Mr. Sheppard, that all bases with Wherry and Capehart housing projects have at one time or another been declared permanent.

Mr. SHEPPARD. Was there an occasion within the past 60 days in which there was an allocation of a designation of permanency to a base in order to go ahead with the renovation program, if you know?

Mr. GARLOCK. I do not recall that. It could have taken place, but I am not familiar with it.

Mr. WEAVER. Will the gentleman yield?

Mr. SIKES. Yes.

Mr. WEAVER. From an overall standpoint the Air Force has not requested any funds in this budget for 1961 nor would the Air Force anticipate requesting funds for next year at bases you do not see any likelihood of continuing as of this time; is that right?

General HOPWOOD. That is right.

Mr. WEAVER. For runways, hospitals, and construction of that sort?

Mr. GARLOCK. I would go farther than that. Several years ago we adopted a policy on individual items, not just on bases, that unless we thought on the basis of the then existing Air Force structure, the individual item was going to be used a minimum of 2 years we would not put it in at all.

Mr. WEAVER. Do you have any such requirement now?

Mr. GARLOCK. Yes, we do.

Mr. WEAVER. Two-year limitations?

Mr. GARLOCK. On individual items. There will be exceptions to that. If it is an ammunition storage item you cannot use the base without, you might do it even though you knew you were not going

to be there that long. The higher the price of the item, the longer we want it in the inventory if we are going to build it. Admittedly, we make mistakes, too, Mr. Weaver.

Mr. WEAVER. Thank you.

Mr. SHEPPARD. I think that General Friedman covered the waterfront on this particular aspect quite adeptly in the past, and particularly before our committee, and I would like to quote his phrase at this point: "Insofar as the foreseeable future pertains * * *."

General FRIEDMAN. That is the best we can do, Mr. Sheppard. We certainly have done some drastic changing in this current year's fiscal program we did not contemplate 9 months ago.

FUTURE REQUIREMENTS AT MOODY AFB

Mr. SIKES. I have here a table which shows a future requirement at Moody for $5,611,000, taken from the justification sheet before the Military Construction Subcommittee.

That would be in addition, I assume, to the $3.3 million that has been previously discussed?

General FRIEDMAN. Tied to this particular change are MCP requirements in support of this change which would run approximately $4.2 million. I will have to make a check, Mr. Sikes, on a line-item basis to see whether or not this was above or below, and we will identify these in the construction information which we are supplying in response to Mr. Sheppard's request.

CHANGES IN AIRCRAFT PROCUREMENT PROGRAM

Mr. SIKES. What is the change in requirement in aircraft procurement as a result of this proposed change in training?

Colonel BRINSON. Sir, if I may answer that, the pilot training rate was visualized to decrease much more rapidly this past October than we had anticipated. As a result of that, is the reason we started with all these studies on the new concept and new methods of training. We are programed to procure more T–37 aircraft at that stage of the game than we are at the present time. Originally, in the 1961 buy program were 50 T–37 aircraft, amounting to $9.5 million, if I recall correctly.

When we had realized that we were realining the program and the training rate was reducing, that has been eliminated from the buy program. So, we have reduced by 50 the T–37 support of this reduced training.

Mr. SIKES. It seems that the number of aircraft would be about the same and the M. & O. requirements would not differ as a result of the change in the training program?

Colonel BRINSON. This was brought about by the reduction in the number of pilots to be produced.

Mr. SIKES. That is not a savings which is creditable to this new program?

Colonel BRINSON. No, sir.

LAND ACQUISITIONS

Mr. SIKES. What land acquisition would be necessary under the new program?

General FRIEDMAN. There would be no acquisitions.

Mr. SIKES. The comment has been made that in one instance—Moody—some 43 acres must be bought. Does that have reference to this program?

General FRIEDMAN. I should not think so.

Mr. SIKES. Will you check that?

General FRIEDMAN. We will, but I should not think so. Incidentally, I would like to make clear the $4.2 million which I specified in connection with Moody was both a combination of O. & M. and MCP. The MCP amount within that total is $1.5 million. The remainder represents O. & M. type projects.

DATE OF INITIATION OF NEW PROGRAM

Mr. SIKES. What construction or other changes will be necessary before the bases which are selected to receive the new training program will be ready for use? In other words, must the $3.3 million be expended before you are ready to use them?

General FRIEDMAN. The majority of these will be accomplished in fiscal year 1961.

Colonel Brinson, what is the date generally, on an average, of your moving on in?

Colonel BRINSON. April 1 is the original date that we intend to start the initiation of the primary phases of training at these consolidated bases.

Mr. SIKES. The notice regarding this change in the program had reference to an end of training at present bases at the end of this calendar year?

General HOPWOOD. Yes, sir.

CONTINUITY OF TRAINING PROGRAM

Mr. SIKES. Is there to be a gap between the end of training at the present bases and the initiation of training at the new bases?

General HOPWOOD. Yes, sir, that is correct. In effect, we are dropping three classes. Had we tried to keep a continuity without doing that, we would have found ourselves operating a complex, transition program at considerable expense. The reason we were able to drop these applies to other factors. As you may know, in 1957 we required of our ROTC rated officers that they go to a 5-year service obligation. This means that all of the people we trained in 1957 and subsequently are now in the process of serving 5 years instead of 3. That means for the period between now and 1962 our loss of pilots tends to stabilize. For this reason, and only this reason, we can afford to artificially drop to a 1,500 rate, and save money by dropping three complete classes in midyear allowing us to pick up one program and reinstall it on the other without that mixture situation which would be very expensive.

Mr. SIKES. You could do that without the change in program.

General HOPWOOD. You are now referring to a 4 and 4 type situation? This is true.

Mr. SIKES. I am going to get to that later. But is there not doubt that the bases which you propose to use can be ready for use by the time you propose to begin to use them?

General HOPWOOD. None to my knowledge, sir. I have assurance from the Training Command that we will be ready to go.

HOUSING REQUIREMENTS

Mr. SIKES. What housing requirements do you anticipate will develop as a result of this change? Housing is now available presumably in adequate numbers at existing operational bases that you plan to close.

General HOPWOOD. This is not altogether true at the primary schools, sir. I will have to get more detail to satisfy that question specifically.

Mr. SIKES. But housing requirements probably will develop with the change to other bases?

General HOPWOOD. There will be a housing problem in either case. Associated with the 1,500 pilot training rate is an Air Force ROTC calculation rate such that our pilots will now be entirely commissioned officers, as opposed to a mix in the larger program where we had aviation cadets. So there are housing adjustments that we have got to face up to.

Mr. SIKES. If you expand this training program at specific bases, you will have a bigger housing program than you would have in the operation of the present bases on a lower level of operation? Is that not true?

General HOPWOOD. I do not believe it is, sir. Here, again, I would like to be awfully specific in your record. The basic schools are larger and there tends to be more housing in the environs.

Mr. SIKES. But you are going to be moving new people in.

General HOPWOOD. Not very large numbers. The loads will not change too much.

Colonel BRINSON. Maybe I can clear this point up. The bases that are selected to be retained—those six bases that have already been named—will be smaller in permanent party population on the whole than they are now. So, if you want to consider all these bases have an adequate housing setup for the permanent party people stationed there now, then they will have more adequate housing under the consolidated concept since the number of permanent party people will not exceed what is on those bases now.

Mr. SIKES. You are saying that the bases which are to be used have no future requirement except for this specific requirement?

Colonel BRINSON. We would have to take each base and analyze it. For instance, Williams being one of the bases that we will retain, has a larger population now that it will have under the consolidated concept, and that will be true about all of these bases.

ADDITIONAL ACTIVITIES AT PRIMARY TRAINING BASES

Mr. SIKES. It would be helpful if you would provide for the record a listing of the activities which will be carried on at each of these bases in addition to the primary training.

Colonel BRINSON. Yes, sir.

General HOPWOOD. You are speaking of tenant-type relationships essentially?

Mr. SIKES. Any training activity or other activity which will be carried on at these bases in addition to primary training.

General HOPWOOD. I see.

Colonel BRINSON. I believe we can almost answer that for the matter of the record now, sir; that of the six bases selected, five of these will only have the primary, basic, and preflight pilot training phases there and no other missions. There is an Air Defense Command squadron located at Webb and it will continue to be located at Webb as a tenant unit.

ANTICIPATED SAVINGS

Mr. SIKES. How, specifically, would you achieve the savings that were claimed earlier?

Mr. GARLOCK. The statement the colonel made is correct, subject to the Air Defense Command reshuffling all of their units again, which could happen next month or next week.

Mr. SIKES. To go back to my question: How, specifically, would you achieve the savings which it is claimed would be realized as a result of this change in program? Can you at this time identify such savings, or is it an estimate?

General FRIEDMAN. Well, Mr. Sikes, I think we must be fair in saying that it is an estimate.

The $18 million which was indicated in the presentation this morning——

Mr. SIKES. Less $3 million which is to be spent for construction?

General FRIEDMAN. I think that is right.

Colonel BRINSON. The $18 million is the difference in annual recurring costs.

General FRIEDMAN. That is right; and it was based on our best estimate of a level-off cost, and we would assume this level-off cost to be in fiscal year 1963, and subsequent.

Mr. SIKES. You cannot attribute it to specific items at this time?

General FRIEDMAN. I think we can readily do that. We have gone down in each base and tried to examine what the workloads are, how many people will be required under this plan versus the other, what the costs were of the additional stations, the costs related to those which we will not now operate, and I think we can give you a general picture of the basis for the estimate of savings on the recurring costs.

Mr. SIKES. Will you submit for the record what you do not have at this time?

General FRIEDMAN. I have it, sir, but I would have to go through base by base and I would prefer to make a consolidation of it and that, I think, would be rather meaningful.

(The information requested follows:)

The projected annual savings are based on a comparison of the fiscal year 1960 costs of operating six primary and six basic flying schools with the estimated cost of operating seven consolidated flying training schools. The following summarizes the individual cost elements which were examined in detail and sets forth the manner in which the $18,154,000 difference in annual operating costs was attained:

	Fiscal year 1960 costs (6 primary schools and 6 basic schools)	Difference	Fiscal year 1963 costs (7 consolidated schools)
Operation and maintenance appropriation:			
Contract primary flying school operations	$23,609,000	−$23,609,000	0
Basic flying school operations	28,923,000	−28,923,000	0
Consolidated flying training school operations	0	+40,140,000	$40,140,000
POL (fuel and oil) for aircraft	17,834,000	−2,561,000	15,273,000
Military personnel pay appropriation	39,953,000	−3,201,000	36,752,000
Total	110,319,000	−18,154,000	92,165,000

Mr. SIKES. I yield at this time to Mr. Sheppard for a question.

DISPOSITION OF INACTIVATED BASES

Mr. SHEPPARD. This question was slightly touched upon a few minutes ago by my colleague from Florida, but it was not completely clarified.

As far as I am concerned, what have you determined personally that you are going to do with the bases that are now proposed for inactivation, other than the grouping of bases delineated on the chart this morning?

General HOPWOOD. Sir, those bases are all civilian owned, with the exception of Moore Air Force Base. They are not military properties, with the exception of Moore Air Force Base, which is the Texas base. The Moore base will be inactivated in the same fashion we inactivate Air Force bases.

Mr. SHEPPARD. Any other bases that are not in the possession of the Government obviously have leases on them. Am I to assume that under the auspices of whatever the operation may be, that those will be immediately curtailed at the time you make the move from geographical location A to B?

General HOPWOOD. Sir, I cannot answer that at the moment. The Training Command has been the manager of this program. The Training Command will handle, with the Air Materiel Command, these termination agreements, which I assume might differ for each of the bases.

Colonel BRINSON. Sir, these are contracts entered into between the Air Force and the city or whoever happens to own the bases. When we do not renew the contract, the incumbent contractor, who is a civilian, will just terminate his contract with the city and the land will revert back to their control or ownership.

Mr. SHEPPARD. There are some properties, if I recall correctly, in which the Government does have a vested capital interest. Is that correct or incorrect?

Mr. HENSHAW. This is correct; and we have a recapture right on some of these.

Mr. SHEPPARD. What I would like to have supplied for the record at this point is the status of each one of these bases. You have already delineated them as far as operation is concerned, but have it on the record with reference to the leases, the terminating date of each lease, because of the cutoff time that you have already indicated on the map, and what you anticipate this cost factor will be to discontinue those leases, and have that a component part of the record in as definitive aspect, dollarwise, as possible. Would you please do that for the record?

General HOPWOOD. Yes, sir.

Mr. SHEPPARD. And where you have a contract wherein your public utilities may be separate and apart from the original contract, incorporate that in order that we may have the complete picture of what the cost factors are, A versus B.

General HOPWOOD. Yes, sir.

(The information requested follows:)

STATUS OF LEASES AT CONTRACT FLYING TRAINING SCHOOLS

The leases for the contract flying schools at Graham, Bartow, Spence, and Bainbridge Air Bases are entered into between the contractor as lessee and the lessor. Moore Air Force Base is Government-owned. In addition, there are leases for auxiliary fields and other purposes at each base including Moore Air Force Base. These, too, are between the contractor and the lessor. The following table provides detailed information concerning the lease for the main base plus all other lease agreements. Details provided include identification of the lease, the lessor, date of the lease, the cost, and the specific provisions of each lease regarding termination.

BAINBRIDGE AIR BASE, GA.—MAIN BASE

Lessor: City of Bainbridge, Ga.
Date: July 17, 1951.
Term: 1 year, renewable from year to year.
Cost: $1 per year.
Termination: Written notice 30 days.

Other lease agreements—auxiliary bases and other purposes

Donalsonville Auxiliary Field:
Lessor: City of Donalsonville, Ga.
Date: December 4, 1951.
Term: 1 year. Renewable yearly on 30 days' notice. Supplemental agreement to lease additional 35 acres ($7.50 per acre).
Cost: $1 per year for land, $50 per month for buildings.
Termination: Terminate on 30 days' notice prior to expiration of yearly period.

BARTOW AIR BASE, FLA.—MAIN BASE

Lessor: City of Bartow, Fla.
Date: April 16, 1957.
Term: 1 year, renewable year to year.
Cost: $1 per year.
Termination: No provision.

Other lease agreements—auxiliary bases and other purposes

Gilbert Field:
Lessor: City of Winterhaven.
Date: July 1, 1955. Supplemental agreement to lease of January 20, 1953.
Term: 1 year. Renewable year to year for 13 years.
Cost: $6,000 per year.
Termination: 30 days' written notice prior to termination or annual extension.

Motor Pool Building No. T–217:
Lessor: Board of Public Instruction, Polk County, Fla.
Date: July 30, 1952.
Term: 12 months from July 10, 1952. Renewable.
Cost: $100 per month.
Termination: May terminate at end of any month on 30-day notice.
Susie E. Lewis:
Lessor: Susie E. Lewis.
Date: October 11, 1957.
Term: 5 years from April 1, 1957, and from January 1, 1958. Renewable year to year.
Cost: Parcel No. 1, $20 per month; parcel No. 2 and No. 3, $30 per month.
Termination: No provision.

GRAHAM AIR BASE, FLA.—MAIN BASE

Lessor: City of Marianna, Fla.
Date: February 20, 1953.
Term: 1 year, renewable year to year.
Cost: $1 per year.
Termination: No provision.

Other lease agreements—Auxiliary bases and other purposes

Bascom Auxiliary.—Lessor: City of Marianna, Fla. Sublets of lands owned by six individuals on which the city holds the following three leases. Contractor agrees to comply with terms of each lease.
Coleman lease:
Lessor: Jim C. Coleman, Ruby Coleman (wife).
Date: March 13, 1953.
Term: 5 years with privilege of renewal.
Cost: $1,000 per year.
Termination: Expiration of current rental year.
Stephens lease:
Lessor: W. E. Stephens, Nonie Stephens (wife).
Date: March 11, 1953.
Term: 1 year. Renewable without notice.
Cost: $100 per year.
Termination: No provision.
Adkins lease:
Lessor: O. O. Adkins, Dessie Mae Adkins (wife).
Date: March 11, 1953.
Term: 1 year. Renewable year to year.
Cost: $200 per year.
Termination: No provision.
Malone Auxiliary.—Lessor: City of Marianna. Sublets lands leased from six landowners. Graham agrees to comply with terms of each lease.
Tidwell lease:
Lessor: L. E. Tidwell, Bessie Tidwell (wife).
Date: December 27, 1952.
Term: 1 year from April 1, 1953. Renewable year to year.
Cost: $200 per month—payable 15th of current month.
Termination: No provision.
Ida M. Tidwell lease:
Lessor: Ida M. Tidwell.
Date: December 27, 1952.
Term: 1 year from April 1, 1953. Renewable year to year.
Cost: $100 per month on or before 15th.
Termination: No provision.
Collins lease:
Lessor: Gus Collins, Carrie Collins (wife).
Date: December 29, 1952.
Term: 1 year from April 1, 1953. Renewable year to year.
Cost: $115 per year payable in advance on or before April 15, 1953.
Termination: No provision.

Ford lease:
Lessor: Ada Ford.
Date: March 17, 1953.
Term: 1 year from April 1, 1953. Renewable year to year.
Cost: $658 per year payable quarterly on or before 15th of April, July, October, and January.
Termination: No provision.

Williams lease:
Lessor: A. V. Williams, Bertha Williams (wife).
Date: March 18, 1953.
Term: 1 year from April 1, 1953. Renewable year to year.
Cost: $126 per year payable semiannually on or before April 15 and October 15.
Termination: No provision.

Roundtree lease:
Lessor: H. M. Roundtree, Gertrude Roundtree.
Date: March 18, 1953.
Term: 1 year from April 1, 1953. Renewable year to year.
Cost: $100 per year payable semiannually on or before April 15 and October 15.
Termination: No provision.

SPENCE AIR BASE, GA.—MAIN BASE

Lessor: City of Moultrie, Ga.
Date: May 15, 1951.
Term: 1 year, renewable from year to year.
Cost: $1 per year.
Termination: 120 days written notice.

Other lease agreements—auxiliary bases and other purposes

County Airport:
Lessor: City of Thomasville and Thomas County, Ga.
Date: October 1, 1951–June 1, 1952.
Term: Renewable yearly on 30-day notice.
Cost: $1 for each yearly period.
Termination: No provision.

Henry Myers Airport:
Lessor: City of Tifton and Tift County, Ga.
Date: September 1, 1951.
Term: To June 1, 1952. Renewable for periods of 14 months on 30-day notice.
Cost: $1 per period.
Termination: No provision.

Sunset Field (land):
Lessor: Colquitt County Airport Authority.
Date: June 23, 1955.
Term: 1 year, automatic yearly renewal.
Cost: $1.
Termination: At end of any yearly period on notice.

Sunset Field (building):
Lessor: Colquitt County Airport Authority. Part of Sunset Field.
Date: January 22, 1954.
Term: As long as desired.
Cost: $50 per month.
Termination: 120 days written notice by either party.

MOORE AIR BASE, TEX.—MAIN BASE

Government Owned

Other lease agreements—auxiliary bases and other purposes

Moore Auxiliary No. 1 (comprised of following three leases).—

Lessor: City of Edinburg, Tex.
Date: Coextensive with training operations.
Term: Indefinite.
Cost: $1 per year.
Termination: No provision.
Lessor: Arcadio Guerra.
Date: August 6, 1954.
Term: 10 years. Renewable from year to year after 10 years.
Cost: $1,136 per year.
Termination: $1,000 penalty for termination prior to expiration of lease.
Lessor: Ashley Downing.
Date: October 6, 1954.
Term: 10 years. Renewable thereafter on year-to-year basis.
Cost: $562.80.
Termination: 30-day notice.

Arrowhead Auxiliary No. 2.—

Lessor: Helen Lee.
Date: October 6, 1954.
Term: 10 years. Renewable for 10 additional years at same rental.
Cost: $2,205.20 per year.
Termination: Pay complete rental cost of $2,205.20 in year terminated.

UTILITIES

The contractor negotiates and defrays expenses for utilities, which expenses are reimbursable under the prime training contract. The only termination costs for utilities generated by the closure of the contract bases will be the following:

Bartow Air Force Base:	
Telephone system	$10,622.41
Fire and crash system	2,358.40
Bainbridge Air Force Base: Telephone system	2,292.08
Total	15,272.89

SUMMARY

Aside from two penalty provisions which may be avoided by negotiation, the only cost factor which will result from the termination of the leases is the $15,272.89 for utilities. Costs related to the condition of the property at the termination of the leases are discussed in another part of these hearings.

Mr. SIKES. I think the record will show that these are dollar-a-year bases with an indefinite contract for the convenience of the Government; is that right?

General HOPWOOD. I do not believe it is indefinite. I believe we negotiate on an annual basis.

Mr. SIKES. It amounts to an indefinite lease. I cannot imagine people of one of these communities cutting off their nose to spite their face by telling you people to get out of a base which is extremely important to their economy.

General HOPWOOD. What has happened is that the contractors change.

COST TO GOVERNMENT OF EACH CONTRACT FLYING BASE

Mr. SIKES. I would like to have you submit for the record a listing of the cost to the Government of each one of these bases up to this time.

General FRIEDMAN. Yes, sir.

(The information requested follows:)

The following table provides a listing of the cost to the government of each contract flying training base. The cost includes base operations and maintenance, contractor fees, and repair, rehabilitation, and construction projects.

Base	From fiscal year	To fiscal year	Cost
Bainbridge, Ga	1951	1960	$35,851,866
Bartow, Fla	1951	1960	37,252,335
Graham, Fla.[1]	1951	1960	41,237,051
Malden, Mo	1951	1960	32,628,579
Moore, Tex.[2]	1951	1960	38,412,476
Spence, Ga	1951	1960	34,176,442
Hondo, Tex	1951	1958	26,951,840
Marana, Ariz	1951	1957	25,782,308
Stallings, N.C	1952	1957	20,567,653
Total			292,860,490

[1] Includes time at Greenville AFB, Miss.
[2] Includes time at Columbus AFB, Miss.

CONDITION OF PROPERTY AT TERMINATION OF LEASE

Mr. RILEY. Mr. Chairman, is it not true that some of these contracts require the land to be put back in the same condition as it was before it was used as a base?

General HOPWOOD. I am sure we can get that information. I have just waded through one of these contracts. I am not a lawyer, but we can find out for you.

Mr. RILEY. Some of them did have the provision that the land had to be put back in the same condition as heretofore, unless you made some subsequent agreement with the lessee, and that would also involve an expense.

Colonel BRINSON. Sir, this is not really unique. We have closed Hondo in Texas, Marana in Arizona, and Stallings in Kinston, N.C. All of these bases certainly have had improvements on them since the Air Force went in with these contracts and commenced training.

As you know, at this base down at Marianna, Fla., the Air Force made many improvements there. Of course, anything of a permanent nature is turned back with the termination of the contract with the city. The Air Force or the Government does not go in and try to remove any of the permanent facilities. They go back to the city.

Mr. RILEY. That is, if they are willing to take them?

Colonel BRINSON. Yes, sir.

(The information requested follows:)

CONDITION OF PROPERTY AT TERMINATION OF LEASE

All leases have stipulations regarding the condition of leased facilities upon return to lessor. Recently, the contract flying school at Hondo Airbase was closed and total cost required for that base was $1,450 for the repair of one roof.

Malden Air Base is presently in process of closing out and the only expenditure to date has been an estimated expenditure of approximately $20,000 which has been negotiated down to $9,000. This expenditure is for repairing an auxiliary runway. It is impossible to determine specifically at this time what the exact cost will be to return leased property to lessor. However, according to the best information available, it is anticipated there will be an expenditure of approximately $20,800 to repair auxiliary runway for Bainbridge Airbase and $32,400 for repair of auxiliary runway for Spence Airbase. It is possible that negotiation will lower this expenditure.

The current leases, main base and auxiliary, contain the stipulations listed below relative to the condition of property at termination.

BAINBRIDGE AIR BASE, GA.—MAIN BASE

Condition: Lessee agrees to keep and maintain leased premises in good usable condition, normal wear and tear excepted.

Other lease agreements—Auxiliary bases and other purposes

Donalsonville auxiliary field.—Condition: Return said field to the lessor in as good repair as received and improved as stipulated.

Supplemental agreement for 35 acres: Condition: Return said field to the lessor in as good repair as received and improved as stipulated.

BARTOW AIR BASE, FLA.—MAIN BASE

Condition: In good condition.

Other lease agreements—Auxiliary bases and other purposes

Gilbert Field.—Condition: In as good a condition as the same are now in, reasonable wear and tear excepted.

Motor Pool Building No. T–217.—Condition: In as good a condition or better than at the time of this instrument, normal wear and tear excepted.

Susie E. Lewis lease.—Condition: Would be maintained in a careful and proper manner.

GRAHAM AIR BASE, FLA.—MAIN BASE

Condition: In as good a condition as at time of execution of lease.

Other lease agreements—Auxiliary bases and other purposes

Bascom auxiliary.—

Coleman lease: Condition: All improvements become property of lessor.

Stephens lease: Condition: All improvements become property of lessor.

Adkins lease: Condition: All improvements become property of lessor.

Malone auxiliary.—

Tidwell lease (L.E.): Condition: Improvements shall become the property of the lessor.

Ida M. Tidwell lease: Condition: Improvements shall become the property of the lessor.

Collins lease: Condition: Improvements shall become the property of the lessor.

Ford lease: Condition: Improvements shall become the property of the lessor.

Williams lease: Condition: No provisions.

Roundtree lease: Condition: No provisions.

SPENCE AIR BASE, GA.—MAIN BASE

Condition: Property returned be equivalent to that existing prior to lessee's entrance upon Spence Field.

Other lease agreements—Auxiliary bases and other purposes

County Airport.—Condition: Lessee will maintain crash truck and all its equipment in as good condition as the same is at this time, reasonable wear and tear excepted.

Henry Myers Airport.—Condition: The parts of the premise under use in this lease by lessee shall be left in as good condition as they were when use began, normal wear and tear excepted.

Sunset Field (land).—Condition: The parts of this premise under use in this lease by the lessee shall be left in as good condition as they were when use began, normal wear and tear excepted.

Sunset Field (buildings).—Condition: The lessee shall be responsible to lessor for damages done the premise by any action of lessee's employees or military students and lessee shall be obligated to repair any such damages.

MOORE AIR FORCE BASE, TEX.—MAIN BASE

Government owned.
Condition: No provisions.

Other lease agreements—Auxiliary bases and other purposes

Moore Auxiliary No. 1.—Condition: No provisions.
Arcadio Guerra: Condition: No provisions.
Ashley Downing: Condition: No provisions.
Arrowhead Auxiliary No. 2.—Condition: No provisions.

General HOPWOOD. They are nice facilities. They make first-class little junior colleges.

POSSIBLE USE OF GRAHAM AIR FORCE BASE

Mr. SIKES. Mention has been made of the Graham Air Force Base at Marianna with which I am familiar. At that base the Air Force has installed permanent construction, concrete block, air-conditioned student quarters, flight line, briefing buildings which have been soundproofed to exclude T–37 jet noise—a real psychological problem—soundproofing would have to be accomplished at the basic training schools. Housing is available on the base and in the city. There is a trailer park in addition. There would be no land acquisition problems. You pay a dollar a year for the lease and you can have it forever if you keep something going there.

I am inclined to say that this is probably a better base than any of these you are going to, is it not?

General HOPWOOD. Mr. Sikes, in terms of appearance they are all pretty, little bases. They are very fine little bases.

Mr. SIKES. I am talking about the facilities.

General HOPWOOD. They have 5,000 feet of runway, but they will not recover anything but a primary trainer or a C–47 or something in this weight or performance category. We are more than ever interested in recovery-type bases, bases responsive to emergency war situations. None of the primary schools are responsive to that.

POSSIBILITY FOR RETAINING FOUR BASIC AND FOUR PRIMARY TRAINING FACILITIES

Mr. SIKES. I am going to suggest as a solution this approach: You now have six basic bases and, following the closing of the Missouri base, you will have five primary training installations. These plus your basic installations total 11 bases. You want to operate seven under the new program.

Could not this work be done by four basic and four primary installations and provide the number of pilots that are required in a fully satisfactory way? This would not be done necessarily under a contract training program. It could as well be an Air Force-operated program. Could it not be done fully satisfactorily by four basic and four primary installations?

General HOPWOOD. This would mean no consolidated concept, but we would have to remain with the original pattern.

Certainly, the primaries could be operated either by contract or by the military, and this is true. But, this would leave you with four flexible bases, which would be our four military-type bases, which is one the things we are trying to get away from. We are trying to keep a flexible base structure in the United States to be responsive to an emergency situation.

Mr. SIKES. What is the importance of the flexibility concept?

General HOPWOOD. The importance of the basic bases is that they lend themselves to any number of emergency situations that could come up that you cannot forecast at any moment in any normal program. We have cases at many bases—I was at Maxwell for 5 years before coming here, and a T–Bird or a B–47 or a KC–135—I can remember specifically where we have had emergencies in the air but where we have recovered those aircraft. These bases have that capability. We cannot do it at these primary schools.

Mr. SIKES. You mean you could not expand at the smaller schools?

General HOPWOOD. Yes, sir; but, then, we are talking about money which is a whole lot more money than at Moody.

Mr. SIKES. If you expand either at a primary school or a basic school it will cost money.

General HOPWOOD. Most of the expense is not at the basic school. We have 8,000 to 10,000 feet of runway beefed up to handle modern aircraft; and to bring them into configuration would cost more than the kind of money we are talking about at Moody.

Mr. SIKES. For the foreseeable future could you not operate satisfactorily with four basic and four primary?

Colone BRINSON. If you employ those additionally, I would like to add that you would be forced to close others. We still have excess Air Force bases on hand and you would be forced to close more valuable Air Force bases. So, if you kept the four primary and four basic schools, it would mean bases like Williams or Moody or Laredo and some of these others would have to close, and you are comparing those type bases to a limited operational primary school.

Mr. SIKES. If you take into consideration installation additions, construction costs, and increased operating costs, would you not be able to operate at a savings if you carried on four basic and four primary installations in lieu of the seven proposed training centers?

General HOPWOOD. If we could operate them all with military personnel, which we feel is essential, with a reduction in force, it is true that you could operate on the eight bases. There is no question about it. However, we can do a more effective job if we can operate on seven. Our logistics pipelines and everything else are reduced by 14 percent, essentially, and we will always want to bring or build those primary bases up to the capability to operate in this consolidated concept which we think in the long run is our best military method for training. Permanent change of station is involved. Frankly, it is less than $1 million a year, but you do lose the continuity of training by moving a man to three different bases to get training, and we take a slippage in effectiveness and a slippage in terms of elimination in this type program.

Mr. SIKES. Would not a change to four basic and four primary better utilize airspace and result in less air congestion?

General HOPWOOD. No, sir; I do not think so.

Mr. SIKES. Are you not concerned about air congestion around the consolidated bases?

General HOPWOOD. No, sir; not at this time. As a matter of fact, some of the primary stations are in worse shape from the standpoint of congestion than our basic stations.

Colonel BRINSON. This has been analyzed studentwise and aircraftwise and it will not be greater under the consolidated concept than it has been on the basic under training conditions. There will not be any more aircraft operational at any one site at this reduced rate.

ACCIDENT RATES

Mr. SIKES. Is it not true that the accident rate in the contract training program has been better than in comparative military training programs?

General HOPWOOD. I do not think so.

Colonel BRINSON. I would like to answer that. Of course, the accident trend in the Air Force has been greatly improved year by year. The accident rate in the T–28-type aircraft and conventional type aircraft with reciprocating engines has run an average in the last 5 years of 9.5 per 100,000 flying hours. This is the way the Air Force computes its accident rate. The T–37, which was also phased into the primary schools this past year, on a 167,000-fiying-hour basis, experienced a 10.6-percent accident rate per 100,000 flying hours.

At the basic schools that are military operated, where they have the T–33, which is a faster aircraft and which is a single-engine aircraft, there is inherently a greater risk in flying a faster aircraft and a heavier aircraft with a single engine than in the T–37, which is a lighter plane. Their accident rate was 10.8 last year. So, the accident rate of the military-operated training jets is equal to that of the civilian-operated training in jet aircraft.

Mr. SIKES. Is it not true that the T–37 was just being phased in and it was a new operation and the accident rate in the T–37 dropped significantly after the first few months it was phased in?

Colonel BRINSON. Sir, this was based on flying 160,000 hours. That is pretty well in the program and a lot of flying hours.

Mr. SIKES. That did not exactly answer my question. Is it not true that there have been no accidents in the T–37 at contract schools between November 30, 1959 and April 26, 1960, which would indicate that greater familiarity with the craft after it had been phased in has resulted in fewer accidents?

Colonel BRINSON. My records do indicate that there have been no accidents in the T–37—major accidents—for which rates have been computed so far this year.

EFFECT ON CONTRACT PERSONNEL

Mr. SIKES. What is planned insofar as the present instructors and contract personnel are concerned?

General HOPWOOD. They are employed by the contractor. With the termination of the contract, we will have a lot of people who are

going to be looking for jobs, I am sure. This has been true of Boeing and North American. Every time we have had to cancel a contract there has been some hardship.

EFFECT ON GREENVILLE, MISS.

Mr. SIKES. How is Greenville, Miss., to be affected by this program?

General HOPWOOD. Greenville, Miss., will cease flying training, but we will use it as a satellite for Keesler for technical training.

Mr. SIKES. What effect does this have on personnel and operating costs at Greenville?

General HOPWOOD. Operating costs, since we are not generating flying hours, will be considerably less. In terms of manpower in the Greenville area it will come down slightly. We propose to put the personnel administration course and the firefighting course from Lowry at Greenville. Both of them are to go to Greenville. They have inadequate housing where they are, and we feel we can get a more effective operation in putting them off by themselves where a single director can concentrate his attention on them.

Mr. SIKES. Will there be additional military construction cost?

General HOPWOOD. We do not visualize it, sir.

EFFECT ON LOREDO, TEX.

Mr. SIKES. How is Laredo, Tex., to be affected?

General HOPWOOD. Laredo, Tex., is now conducting basic training. It is one of a series of bases still under consideration by the Secretary to fill the requirement which we showed on our chart as the base X requirement.

Mr. SIKES. I am not sure I understood your answer. Do you say Laredo is to be base X?

General HOPWOOD. No, sir. It is now conducting basic flying training and is among several bases still being considered by the staff and the Secretary to fill the base X requirement.

Mr. SIKES. Is it considered possible that any of the bases now scheduled for closing in this program could fill the base X requirement?

General HOPWOOD. No, sir; none of them could.

Mr. SIKES. Why not?

General HOPWOOD. They are primary stations and they do not have the capacity to handle the T–33, or the T–38 when it comes into use, without substantial rebuilding.

Mr. SIKES. Would that be from the standpoint of runways?

General HOPWOOD. Runways which they have will not handle the T–33 with safety and the T–38 when it comes in.

Mr. SIKES. Are there any problems other than the runway problem?

General HOPWOOD. The principal problem is that of runway. Of course, we will have to put in engine test stands and things of this sort for the large engines associated with the T–33, and more communications, because in the basic program we are using night flying and almost all instrument flying and there would be a very heavy investment from that standpoint. In addition, personnel facilities will be needed. Many of the contract schools have been equivalent operationally to the bases now considered.

CONTRACTOR PERSONNEL REQUIRED AT CONSOLIDATED BASES

Mr. SIKES. There is going to be a serious economic disruption in each of the towns which are affected by these planned closures. By contrast, what additional personnel will be required at each of the bases scheduled to receive the revised training program?

General HOPWOOD. As we demonstrated this morning in our briefing, we feel that there will be some 2,362 contractor personnel used in the 7 consolidated bases. The absolute mix, base by base, is not yet determined.

Mr. SIKES. At the new consolidated bases, will any of the support services be contracted to civilian contractors?

General HOPWOOD. Yes, sir; we contemplate that some of them will.

Mr. SIKES. Do you know which ones?

General HOPWOOD. Not at this time, sir. We had hoped that these seven bases would be tailormade to meet the mission; geographic distribution, availability of personnel for contract service, and so on will be a part of the consideration.

Mr. SIKES. Will these support services be contracted piecemeal or will a civilian contractor be allowed to provide package services?

General HOPWOOD. As far as our planning here is concerned, we would assume a package situation. I might add, however, we do have some piecemeal contracting at some of these stations at this time. Typical of this would be the refueling operation on the line and food service. I would be reluctant to promise a package situation because of commitments that may be outstanding on a piecemeal-type contract at some of the bases now.

Mr. SIKES. Who will perform the maintenance on the primary aircraft at the consolidated training bases?

General HOPWOOD. Military technicians, sir.

Mr. SIKES. Is the same answer true for basic training?

General HOPWOOD. Yes, sir.

COMPARATIVE PERSONNEL DATA

Mr. SIKES. I would like for you to supply for the record a statement showing how many military personnel were employed at each of the basic flying schools in 1959 and in 1960, how many civil service personnel were employed in similar periods, and how many military personnel would be employed to operate each of the consolidated schools after the full program is in operation; also, how many civil service personnel would be employed at each of the consolidated schools after the full program is in operation.

General FRIEDMAN. Yes, sir; we will provide that.

(The information requested follows:)

COMPARATIVE PERSONNEL DATA, BASIC FLYING SCHOOLS AND CONSOLIDATED PILOT TRAINING

The fiscal year 1959 and 1960 data given on the following table for Reese, Vance, Craig, Webb, Laredo, and Greenville Air Force Bases provides the number of military, civilian, and contract personnel employed in basic flying training for those years. The "Consolidated pilot training" data provide the level of

manning which will be effective for those bases after the full program is in operation. This is an estimate which may be subject to change.

	Military	U.S. Air Force civilian	Contract civilian	Total
Reese Air Force Base, Tex.:				
End fiscal year 1959	1,258	657	40	1,955
End fiscal year 1960	1,262	663	46	1,971
Consolidated pilot training	1,462	618	46	2,126
Vance Air Force Base, Okla.:				
End fiscal year 1959	1,419	721	32	2,172
End fiscal year 1960	1,570	727	32	2,329
Consolidated pilot training	313	2	1,300	1,615
Craig Air Force Base, Ala.:				
End fiscal year 1959	1,573	652	48	2,273
End fiscal year 1960	1,533	646	48	2,227
Consolidated pilot training	1,295	541	250	2,086
Webb Air Force Base, Tex.:				
End fiscal year 1959	1,873	755	16	2,644
End fiscal year 1960	1,826	768	16	2,610
Consolidated pilot training	1,660	689	16	2,365
Laredo Air Force Base, Tex.:				
End fiscal year 1959	1,665	655	86	2,406
End fiscal year 1960	1,678	656	86	2,420
Base X: Consolidated pilot training	1,295	541	250	2,086
Moody Air Force Base, Ga.:				
End fiscal year 1959	[1]			
End fiscal year 1960	[1]			
Consolidated pilot training	1,295	541	250	2,086
Williams Air Force Base, Ariz.:				
End fiscal year 1959	[2]			
End fiscal year 1960	[2]			
Consolidated pilot training	1,295	541	250	2,086
Greenville, Air Force Base, Miss.:				
End fiscal year 1959	1,758	560		2,318
End fiscal year 1960	1,740	561		2,301
End fiscal year 1961	[3]			
Recapitulation:				
End fiscal year 1959	9,546	4,000	222	[4] 13,768
End fiscal year 1960	9,609	4,021	228	[4] 13,858
Consolidated pilot training	8,615	3,473	2,362	[4] 14,450

[1] Interceptor training.
[2] Tactical Air Command.
[3] Technical training base.
[4] "End fiscal year 1959" and "End fiscal year 1960" figures do not include primary training requirements, while the "Consolidated pilot training" total does. When both primary and basic requirements are considered, the consolidated pilot training will result in a personnel requirements saving of approximately 4,000.

URGENCY FOR CHANGE

Mr. SIKES. What is the urgency for this immediate change? You realize the economic impact on the small towns in which the civilian contract primary schools are located will be severe. They are having to suffer this without any advance preparation and have only from now until the end of the year to adjust to it. Why could not this have been done in a little more orderly manner to give them more time in which to adjust or to make possible substitute plans?

General HORWOOD. Sir, we feel that this is a fairly orderly situation. They will be in business through December. The reason why we could not stretch it out is that we would have had to close temporarily some of the larger bases that we think we would have to occupy and it would have involved closure costs, caretaker cost, and reopening costs while concurrently handling the civil contract school. We have considered several systems of phasing. The phasing plan presented this morning is the most economical that we could develop.

Mr. SIKES. The Air Force has a heavy investment in the skills of the flying instructors, the maintenance personnel, and the support personnel in the primary flying schools. There seems to be no plan to use the skills of all of these people even in the new consolidated school complex.

Why has not the Air Force made plans to use these skills and why has not the Air Force given more consideration to the needs of these people?

General HOPWOOD. The Air Force, I think, has, sir, but by the same token we have a heavier investment in our military technicians who have equal training, and in some cases more advanced training. The advantage of the military from an Air Force viewpoint is they will go anywhere in the world under any emergency conditions from Thule to the Far East, and this is not possible with contract personnel.

RELATION OF CHANGE TO SURPLUS MILITARY PERSONNEL

Mr. SIKES. To what extent is this change due to the fact that the Air Force has surplus military personnel due to a shrinkage in military personnel spaces available in the Air Defense Command and NATO?

General FRIEDMAN. Maybe I can take a start at that, Mr. Sikes:

First, as regards NATO: This was one of the reasons why we had thought initially that we would go to contract. As you recall, in our submission under the guidelines given us by the Office of the Secretary of Defense, we indicated that there would be a drop of certain NATO units as the Air Force saw the situation. Our recommendation was not accepted. The units involved were retained in the Air Force inventory and we were not given the additional military personnel to go along with the reinstatement of the units. This did put us in a bind.

Another part of your question had to do with the air defense reorientation. Here, I can assure you that our revised procedure for training was completely unrelated to the Air Defense reorientation as regards personnel, availability of planes, bases or anything else. They were decided, I would say, almost simultaneously; but there was no interrelationship.

As to the excess of military personnel on an overall basis, I will say this: I have gone through many reviews with our manpower people and they are still, as they have in the past, indicating a deficiency in military personnel on the order of 2,000 to 3,000 which they feel, on a management basis, they can work out over the years. In other words, there are increases and decreases and slippages in our programs which makes this possible. We normally operate our manpower program on the basis of recognizing that these slippages will occur. So, certainly, from the standpoint of requirements versus availability, I would say we do not have an excess.

VULNERABILITY OF CONSOLIDATED FACILITIES

Mr. SIKES. You are not concerned with the additional vulnerability of installations as a result of consolidation?

General HOPWOOD. No, sir; we are talking about eight stations versus seven and we do not think to attack—certainly, during the decisive phases—or place weapons on a military installation can have any influence on the war for months to come.

Mr. SIKES. The consolidated bases is a more inviting target for a major attack than is a small base.

General HOPWOOD. This could conceivably happen sometimes out in the future if they have surplus weapons to dispose of, but I think from an Air Force standpoint the target system which is threatening to the enemy will be the target system he will attack. A basic student in a T–33 has a potential threat but not until the passage of considerable time. So, we do not feel that these will be logical targets.

SENDING OF CONTRACTOR PERSONNEL TO CONSOLIDATED BASES TO TRAIN AIR FORCE PERSONNEL ON T–37

Mr. SIKES. I have here a message from the Commander of the Air Training Command, Randolph Air Force Base, Tex., dated April 26, 1960, Mr. Chairman, in which he directs the personnel of the present contract stations to proceed to these new stations and teach the personnel at these new stations how to do the job they are scheduled to do.

General HOPWOOD. This, I am afraid, sir, is news to me. I have not seen the message.

Mr. SIKES. I will read the message, which follows:

This directive will be transmitted as a requirement upon the contractors by training group commanders of civilian contract primary schools in accordance with ATC Regulation 54–1. (This regulation is one utilized to impose contract requirements upon contract flying schools.)

Bases of this command that are scheduled to convert to a consolidated pilot training program are presenting their facility programs to this headquarters on May 9, 1960. In order to properly present this program maintenance facility technical advice applicable to T–37 aircraft is needed at these bases prior to May 9, 1960. Request that technically qualified personnel be made available upon request by the designated counterpart base in accordance with the following schedule.

The schedule shows each of the present contract bases is required to send personnel to the proposed new bases at specific periods to show them how to do the job.

General HOPWOOD. This is a checkout of our personnel. The contractor had a monopoly, if you will, on the T–37. I think this is unique. This has never happened before. We sent them to the factory schools and we have trained them along with the aircraft and the engine and we have had no Air Force personnel on the T–37. This is merely in order to give us a little understudy in this operation.

Colonel BRINSON. We have to upgrade our people in the T–37, Mr. Sikes. Right now this is being done by the contractor and, naturally, they have a monopoly on that type aircraft. This cost is reflected in what we have given you today—the course training of these people—and, naturally, in the initial stage we will have to get that knowledge from these contract bases.

Mr. MAHON. Are there any further questions?

Mr. SHEPPARD. Mr. Chairman, I would like to ask one question.

Gentlemen, assuming that your present proposal is effectuated, is it to be interpreted by the members of this committee that due to the existing conditions of the unknown factor, internationally speaking, which you, the military, have very ably expressed for a long period of time, and most recently, you feel that you will have the capability and competency within this consolidated ability to produce your pilot requirements under an extremity as of tomorrow or next week?

General HOPWOOD. Yes, sir.

Mr. SHEPPARD. In other words, the Congress, if we concur in this proposed consolidation, can hypothetically go home and feel that insofar as the eventuality of an emergency as of tomorrow is concerned, that you are in no manner disturbed about having to go to an overnight expansion in order to accomplish the end result that you presently have available?

General HOPWOOD. I feel that this is quite compatible with everything we have stated, for the simple reason if we expect the type attack we have been concerned with, the production of replacement hardware will be of such a duration that we have adequate time to recover with trained personnel in advance of the availability date of a new delivery system. Does that answer your question?

Mr. SHEPPARD. General, that is your answer and it is not mine.

Mr. GARLOCK. It is a good answer.

General HOPWOOD. Did I answer your question? Hardware takes so long to get that you can get people faster.

Mr. SHEPPARD. The only thing I had in mind, and I think you have answered it, is the degree in this consolidation that you are lessening your ability to meet the unknown factor which the military up until last night has said is an eventuality tomorrow morning. Your answer is "Yes, we can do it," and you will not have to go into an exaggerated program and you will have the capacity under the consolidated operation?

General HOPWOOD. Additionally, with seven identical bases we have more flexibility than a four and four situation. In other words, if our pilot retention falls a little short of our optimistic position, it is easier to put a little more in seven bases than a lot more in four.

Mr. SHEPPARD. I will leave that to your judgment, General.

Mr. MAHON. Thank you very much, gentlemen, for your patience and a very excellent presentation.

Mr. GARLOCK. Thank you very much, Mr. Chairman.

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